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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, March 5, 1880.

M. de Lesseps and His Canal Growing in Favor.

If there was doubt as to the feelings of the people of this country, and especially of New York, towards M. de Lesseps and his canal scheme before his arrival in this city, it certainly is being rapidly removed by the reception and encouragement he has been continuously receiving since he came among us and explained his plans and purposes more fully. Representatives of all classes, and especially of the mercantile community whose interests are the most directly affected, have come out formally and endorsed his scheme. Geographical societies and engineers have entertained this honored guest in an unusually enthusiastic manner that is a practical endorsement of his scheme by thus warmly endorsing the man

whose visit is openly one for the advancement of its interests. Indeed at all his receptions he is invited to advocate them; and the proverbial magnetism of the Frenchman of whom M. de Lesseps is a foremost representative, is rapidly doing his work of winning over the American people's opinions in favor of his plans. His diplomacy is also doing what personal magnetism fails to perform. The latter serves him with those he meets, while the former takes all who read his public addresses. Thus in a short week he is doing more by sheer personal will and effort than all the Committees in Congress to influence American public opinion. This accomplished, the road to the American pocket is much clearer, and it will not surprise us to see subscriptions pouring in upon him here as soon as his plans are perfected for financial aid in Paris. In this connection it is suggestive to notice how General Grant's canal and its advocates have dropped into the background since the arrival of M. de Lesseps.

If, then, American opinions and pockets shall thus early be won over to M. de Lesseps' scheme, we do not see how Congress is going to interfere with his carrying it into effect without an open violation of international law with France with which we should thus be brought into open conflict at the outset with the world on the side of France against us, and the American people and capitalists on the side of M. de Lesseps against any administration which should force such an issue. As we said in a recent number, we do not see how our Government can interfere since it let M. de Lesseps steal the march of it upon the Isthmus in getting control of the Panama Railroad, and the more gracefully it now submits, the less will it advertise its stupidity in being outwitted single handed by an individual who thus takes out of our Government's hands a work it should have taken under its patronage at the beginning. The only way now open for keeping the proposed canal under American

control and influences as far as we can see, is by owning it, and as M. de Lesseps' route is shown to be the most, if not only practicable one, and under a management that means to build it instead of talk about it for political or other effect, we cannot see why the bulk of the money should not be raised here for the enterprise and thus furnish a legitimate outlet for millions now invested in speculation to the curse of the real business of the country, and at the same time maintain the Monroe doctrine by purchasing the canal in advance rather than spend more in the end quarreling over it, with the possibility of war with an old friend and our sister Republic France.

The Telegraph Monopoly Broken.

The acquisition by the new American Union Telegraph Company of the wires of the Western Union and Atlantic and Pacific monopoly on the lines of three important railroads during the past week, has broken completely the exclusive right of telegraphic connections throughout the United States by the latter company and its leased lines. Already the Dominion Telegraph Company's lines of Canada had given it complete Canadian connections, and the new French cable had equally connected the new American Union with Europe. Having thus secured its foreign connections in advance and completed its own lines to the great commercial centers between which the Western Union lines gave the only connection, the new company was ready for the *coup de 'tat* of Saturday by which it acquired at a blow three great internal systems of telegraph lines by which it gets connections with most important points north of the Ohio River between the Missouri River and the seaboard excepting the New England States, while it has a virtual monopoly of all lines west of the Missouri River to the Pacific ocean, since the Western Union foolishly refused to interchange business with the new company. These systems are the Union and Kansas Pacific Railway lines and the Baltimore and Ohio

Railroad lines, by means of the last of which it will eventually make connections with the south and southwest. We are also informed that the American Union has already a contract with the Pennsylvania Railroad for the transfer or operation of the lines under its control. Thus it will be seen that full fledged competition is once more offered the public which has suffered so severely since the amalgamation of the Western Union and the Atlantic and Pacific companies. The public are therefore to be congratulated upon the event, as restoring cheap telegraphing once more, without government interference, which will come sooner or later unless we can have competition without. That the great railroads should be so ready to turn their lines over to the new company is not due so much to Mr. Gould's interest in them and the new telegraph company, as to the fact that the Trunk line managers have always chafed at Vanderbilt's control of the Western Union by which he could become acquainted (if he chose to violate the secrecy of messages of rival railroads over this line) with all their secrets, and use them against themselves in his management of the New York Central Railroad. Hence they are the more ready to assist the new line as it relieves them of this danger. This new opposition is therefore a blow at the whole Vanderbilt interest, that will no doubt be reflected in the prices of his stocks before long, and hence his unloading lately, which we explained in our last issue.

Prospects for the Non-Assenting I. C. & L. R. R. Stockholders.

We extract from a letter of Judge Hoadly, Chairman of the Purchasing Committee of the Indianapolis, Cincinnati and Lafayette Railroad, to the editor of this JOURNAL, his explanation regarding the foreclosure and sale of said road and also the prospects of the non-assenting stockholders under the reorganization scheme. We quote as follows from the letter:

Under any circumstances, the amount of bonded debt and past due coupons was largely in excess of any possible value of the property. The amount we offered the stockholders was therefore very small, the real owners of the property being the foreclosing bondholders, whose claims, including past due coupons, amount to nearly \$5,000,000, who pay \$600,000 in cash to take up coupons on earlier incumbrances to the amount of \$7,500,000 and subject to the litigated canal claims.

The Purchasing Committee did all they could to notify the stockholders of this opportunity to secure a small interest in the property, and were much disappointed that the course of speculation in Wall street induced so many stockholders to abstain from surrendering their securities. It is our purpose to recommend to the new company (our own power being exhausted) to make a small concession to the non-assenting stockholders. This may not be adopted, but I think it will be—and I hope it will be found satisfactory, but under the circumstances of the case, it must be exceedingly small. Yours very respectfully,

GEO. HOADLY.

In regard to the reasons why the stockhold-

ers refused to assent to the reorganization scheme, we have already published the fact that they were advised not to do so, as the terms offered were about equivalent to a forfeiture of the old stock, and the holders chose to keep it and run their risk of losing it entirely. This we still think was the true reason for their not coming in rather than the speculation in Wall street, as Judge Hoadly suggests. Be that as it may we know of a stockholder who offered to the friends of the reorganization to deliver 1,000 shares of the new stock when issued at a price nearly equivalent to the cash assessment proposed on the stockholders under that scheme, and it was not taken. At all events, the prospects of a concession to the stockholders to be made as intimated in the close of the Judge's letter would seem to afford a way out of the difficulty which will otherwise arise between the stockholders of the old company and the new and end in costly litigation that should be avoided if possible as it will cost the new company less to do this than to fight it, and keep the new securities they wish to float, under a cloud for years.

To avoid this, however, the sooner this concession is proposed by the new company the better, before steps shall be taken to contest the sale and reorganization under the year's right of redemption given the old stockholders under the laws of Indiana until the expiration of which right and contests under it, the securities of the new company cannot become current. Let this proposed concession be made therefore at once, and let the stockholders know what it is, and that it is something better than the terms offered them under the reorganization scheme, or it is doubtful if it will be accepted, and for the same reason. If it is to be "very small" as the Judge says, then let it be without cash assessment of the old stock; for while it would be surrendered for a reasonable amount of new stock involving no cash advanced, the holders would no doubt prefer to contest the reorganization than to put new money into the new stock whose value on the Judge's showing above would be in the future.

Pennsylvania Railroad.

From the report of this company, prepared for presentation at the annual meeting of the stockholders to be held in Philadelphia on the 9th inst., we learn that the gross earnings on the Pennsylvania Division, Main Line and Branches, Pittsburgh to Philadelphia, for the year ending December 31, 1879, were \$21,743,628 31, the expenses \$11,751,620 55, and the net earnings \$9,992,007 76. To which add interest on investments, etc., \$2,513,198 21, making a total of \$12,505,205 97. From which deduct payments for leases and rentals, interest on bonded debt, etc., \$5,022,725 49, leaving as net earnings the sum of \$7,482,480 48. Compared with the previous year there is an increase in gross earnings of \$1,426,488 45, with an increase in expenses of \$380,517 29, making the increase in net earnings \$595,971 16. There was an increase in interest from investments, equipment, etc., of \$392,330 63, and a decrease in

interest on bonded debt, etc., of \$169,714 18—making the increase in the net income of the company over 1878, \$1,158,015 97.

The gross earnings of the United New Jersey Railroad and Canal Company, including Belvidere Delaware Railroad and Flemington Branch, during 1879, were \$9,784,743 05, the expenses \$6,500,861 53, and the net earnings \$3,283,981 52. To which add interest from investments \$211,289 54—making the total net earnings \$3,495,271 06. The amount disbursed for dividends, interest, etc., was \$4,435,110 15—showing a net loss of \$939,889 09. Compared with the previous year the gross earnings show an increase of \$1,386,308 82, with an increase in expenses of \$997,919 91, making the increase in net earnings \$388,388 91. From which deduct decrease in cash received from investments, \$85,280 56, making the total increase \$303,108 35. There was an increase in payments on account of dividend, interest, etc., of \$106,222 28—making the net loss in operating the New Jersey division \$196,886 07 less than in 1878.

Deducting the net loss from operating the New Jersey Division from the net income of the Pennsylvania Division, as shown above, leaves a balance of \$6,542,591 39. From which deduct advances made to companies east of Pittsburgh \$802,780 41, payments to Trust Fund, \$600,000, and payments to consolidated mortgage Sinking Fund, \$243,460—leaving balance to credit of Income account \$4,896,350 98; out of which was paid dividends of $4\frac{1}{2}$ per cent, \$3,099,159—leaving amount to be transferred to credit of profit and loss account for 1879, of \$1,797,191 89; to this is added \$4,057,815 14 to credit of that account December 31, 1878, and \$122,840 18, realized from old accounts, making a total of \$5,977,847 30. From this there has been deducted \$100,000 for consolidated mortgage bonds redeemed during the year 1878; \$100,000 paid in 1878 to the fund for the purchase of securities guaranteed by the Pennsylvania Railroad Company, under trust created Oct. 9, 1879; and \$1,596,773 97 for reduction in value of securities, etc.—leaving \$4,181,073 33 to the credit of profit and loss December 31, 1879, a gain during the year of \$123,258 19.

The gross earnings of the Philadelphia and Erie Railroad in 1879 were \$3,091,807 81, the expenses \$2,130,258 07, and the net earnings \$961,549 74. Deduct interest charged for use of equipment, etc., \$163,049 04—leaves net amount applicable to pay interest \$798,500 70, which amount was paid to the Philadelphia and Erie Railroad Company as rental. Compared with 1878, the gross earnings show an increase of \$170,147 32, the expenses an increase of \$85,309 24, and the net earnings an increase of \$85,438 08. The amount applicable to payment of interest shows an increase of \$113,993 56.

The gross earnings of all lines east of Pittsburgh and Erie for the year 1879 were \$34,620,279 17, expenses \$20,382,740 15, rental and interest on equipment \$2,129,010 50, and net earnings \$12,108,528 52. For the year 1878, the gross earnings were \$31,636,734 58, expenses \$18,468,993 71, rental and interest on equipment \$1,684,190 36, and net earnings \$11,483,550 51—showing an increase in gross earnings of \$2,983,544 59, an increase in expenses, etc., of \$2,358,566 56, and an increase in net earnings of \$624,978 01.

The number of tons of freight moved over the lines east of Pittsburgh and Erie in 1879 was 24,970,672, against 19,121,977 in 1878, an increase of 5,848,695. The number of tons carried one mile was 3,061,478,249, against 2,481,807,656 in 1878, an increase of 629,670,593.

The number of tons of freight moved in 1879 over the main line and branches, including 773,461 tons of fuel and other materials for the company's use, was 14,457,502, embracing 6,379,995 tons of coal. For the previous year 11,627,228 tons were moved, showing an increase of 2,830,274 tons, or 24.3 per cent; while the increase in coal tonnage was 1,372,184 tons. Of the 13,684,041 tons moved on the line and branches in 1879, 2,076,540 were through and 11,607,501 local freight.

The number of passengers carried on all lines east of Pittsburgh and Erie for the year 1879 was 13,602,401, against 12,792,305 in 1878, an increase of 810,096. The total mileage of passengers was 314,260,989, against 292,785,524, an increase of 21,535,465.

The total earnings of the lines owned or controlled by the company west of Pittsburgh and operated by the Pennsylvania Company, in 1879 were \$25,742,296 50, the expenses \$15,305,533 56, and the net earnings \$10,436,762 94. In 1878, the earnings were \$23,790,228 35, the expenses \$15,184,805 11, and the net earnings \$8,605,423 24. From the net earnings of 1879 \$8,612,674 54 is deducted for rentals, interest, dividends, etc., leaving a net profit of \$1,824,088 36. The deduction for like purposes in 1878 of \$7,621,234 47, leaves a net profit of \$984,188 77.

The other lines west of Pittsburgh in which this company has an interest, but which are worked through their own individual organizations, show a loss after the payment of interest and rental of \$568,510 90, of which this company is responsible for \$141,622 24, which deducted from the net earnings, as stated above, leaves a net profit on all the lines west of Pittsburgh of \$1,682,326 12, against \$716,520 07 in 1878, showing a gain of \$965,806 05.

The number of tons moved on all lines west of Pittsburgh in 1879 was 20,166,334; do. moved one mile, 2,272,716,185. In 1878 the number of tons moved was 16,871,837, and the number moved one mile, 1,814,100,152.

The number of passengers carried on all lines west of Pittsburgh in 1879 was 8,261,565, do. carried one mile, 267,515,697. In 1878, the number of passengers carried was 8,041,674, and the number carried one mile 247,275,166.

The gross earnings of all lines operated east and west of Pittsburgh in 1879 were \$60,362,575 67; and the gross expenses, excluding rentals, interest, dividends, etc., were \$35,639,794 99—showing net earnings, \$24,722,780 68. In 1878 the gross earnings were \$55,426,962 93, the expenses \$33,611,034 09, and the net earnings \$21,815,928 84.

The number of tons of freight moved on all lines east and west of Pittsburgh in 1879 was 45,137,006; and the number moved one mile, 5,334,194,434. In 1878 the number of tons moved was 35,993,814, and the number moved one mile 4,245,907,808.

The number of passengers carried on all lines east and west of Pittsburgh in 1879 was 21,863,

966; and the number carried one mile 583,776,686. In 1878 the number carried was 20,833,979, and the number carried one mile 540,000,690.

The amounts expended for construction, equipment and real estate during the year were \$1,268,778 24; and there will probably be expended for the same purposes during 1880 the sum of four and a half millions of dollars. This will represent:

First. The estimated outlay upon the Filbert Street Extension, \$2,500,000, of which \$1,000,000 can no doubt be provided through mortgages upon the real estate purchased in connection therewith;

Second. The cost of straightening the Main Line, east of Downingtown, completing the Schuylkill Front Line, the Navy Yard piers at Philadelphia, and the Hospital Bridge at Pittsburgh, \$375,000;

Third. The cost of completing the elevator and other improvements at Harsimus, Jersey City, \$475,000 for which your company will receive, under the terms of the lease, capital stock of the United Railroads of New Jersey;

Fourth. The cost of new tracks, stations and right of way upon your Main Line and New Jersey Division and Branches, \$775,000; and

Fifth. The cost of additional passenger equipment, etc., \$375,000.

The funds required to meet these expenditures beyond the amounts to be realized as aforesaid, can no doubt be provided out of assets in your treasury.

The debt due to the State of Pennsylvania on account of the purchase of the Main Line was reduced during the year by the payment of \$246,147 68, which was charged to Capital Account. The balance of the \$460,000, representing the interest upon the amount due for 1879 to the State, was charged directly to Income Account.

The bills payable of the company at the close of the year amounted to \$1,040,000, but have since been reduced to \$440,000. By reference to the Treasurer's account, it will be found that the cash balance on hand exceeded the whole amount of floating debt appearing therein.

Under the provisions of the Consolidated Mortgage of the company there was set apart, on the first day of July last, out of the net income, the sum required for the purchase of outstanding bonds secured by that mortgage, and entitled to the security of the covenants therein in relation to a sinking fund. Bonds of the par value of \$243,460 were thus purchased, and, after being cancelled, were delivered to the trustees under the stipulations of said mortgage. This reduction appears in the Treasurer's General Account.

In order to provide for the payment at maturity, on December 31, 1880, and the cancellation of \$1,970,000 of the first mortgage bonds of the company, the Board of Directors have caused to be issued \$5,000,000 of five per cent bonds, due in forty years, secured by the consolidated mortgage of the company. These bonds were disposed of on favorable terms to Messrs. Drexel & Co., and will be delivered to them during the current year. The Board have also had under consideration the necessary provision for the payment at maturity, or extension at a reduced rate of interest, of the bonds for \$1,000,000, bearing six per cent interest, maturing January 1, 1881, secured by mortgage upon the Navy Yard property at Philadelphia.

It is presumed the Philadelphia and Erie Railroad Company will take the needful steps to provide for the payment, or extension at a lower rate of interest, of its bonds for \$5,000,000, maturing March 30, 1881.

There are now in the Sinking Fund for the redemption of the obligations of the various companies forming the United New Jersey Railroad and Canal Company, bonds of the par value of \$1,309,000. Your company has also redeemed during the year an additional amount of \$124,000, making an aggregate investment of \$1,433,

000, for which you will in the future, in accordance with the terms of the lease, receive bonds issued under the general mortgage of that company.

During the past year the Bald Eagle Valley Railroad Company, in which your company is largely interested as a shareholder, as well as lessee, created a first mortgage securing bonds to the amount of \$400,000, bearing six per cent interest, maturing in 1910, for the purpose of providing for \$300,000 of mortgage bonds maturing July 1, 1881, and \$100,000 of mortgage bonds, bearing seven per cent, due July 1, 1884, the latter of which were owned by your company. An agreement was entered into by which, in consideration of an equitable allowance to be paid by the Bald Eagle Valley Railroad Company, your company exchanged the bonds so held by it for the new six per cent bonds referred to, and offered to the holders of the remaining outstanding bonds the option, until April 1st next, which will no doubt be availed of, of exchanging their bonds for a new loan.

The report says that the profits from the operation of the Empire Line since the purchase of its property in October, 1877, have been sufficient, in addition to paying the interest upon its co., to redeem \$605,000 of the \$2,550,000 of car trust certificates issued in payment of the same, and leave a net surplus of \$276,202 29.

During the year the Pennsylvania Company paid off \$600,000 of its debentures, leaving \$6,400,000 outstanding.

Under the operation of the sinking fund for the redemption of the 6 per cent bonds of the Pennsylvania Co. secured by the special guaranteed stock of the Pittsburgh, Fort Wayne and Chicago Railway Co., \$96,000 were purchased and cancelled in 1879.

The sum of \$316,499 71 was paid into sinking funds during 1879 for the redemption of existing mortgages on the leased lines west of Pittsburgh. Of this amount \$104,100 were paid into the fund provided for the extinguishment of the first and second mortgage bonds of the Pittsburgh, Fort Wayne and Chicago Railway Co. Of these bonds \$2,331,000 have been redeemed, but they are now held so much above par that it is impossible for the trustees thereof to purchase the same at any reasonable figure for the sinking fund.

During the year \$775,000 of the coupon bonds of the Pittsburgh, Cincinnati and St. Louis Railway Co. have been converted into registered bonds, in accordance with the authority conferred by Act of Assembly and the notice given by the trustees, making the total amount converted to the end of 1879, \$2,711,000.

The holders of the 7 per cent coupon bonds of the Steubenville and Indiana Railroad Co. are also availing themselves of this privilege, \$319,000 having been so exchanged during 1879.

The amount expended for betterment purposes during the year on all the above lines was \$388,548 27, in addition to new equipment purchased by the Indianapolis and St. Louis Railroad Co. at a cost of \$130,477 60.

The Pennsylvania Co. received \$8,374 15, leaving a balance due on account thereof and of expenditures formerly made of \$127,511 81.

The General Account of the Treasurer, December 31, 1879, will be found on another page.

The new branch of the Pennsylvania Railroad, from Fraxier Station to West Chester, was put into operation on the 1st inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock out-standing. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock out-standing. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock out-standing. | Dividend Periods. | Last Dividend Payable. |
|------------------------------------|---------------------|-------------------|------------------------|--|---------------------|-------------------|------------------------|--------------------------------------|---------------------|-------------------|------------------------|
| Albany and Susq. 100 | \$3,500,000 | J. & J. | Jan. '80 34 | Louisv. Cin. and Lex. 50 | \$1,623,488 | J. & J. | July '80 3 | Ware River* 100 | \$750,000 | J. & J. | Jan. '80 34 |
| Ashuelot. 100 | 210,000 | quarterly | Oct. '79 14 | Louisville & Nashville. 100 | 9,052,950 | F. & A. | Feb. '80 3 | Warren (N. J.) 100 | 1,800,000 | A. & O. | Jan. '80 34 |
| Atch. Pop. & Santa Fe. 100 | 10,409,300 | ..... | Feb. '80 3 | Louisv. N. Alb. & Chi. 100 | 3,000,000 | J. & D. | Dec. '79 3 | Watkins Valley 100 | 225,000 | J. & J. | Jan. '80 34 |
| Atlanta and West Point. 100 | 1,282,200 | J. & J. | July '79 4 | Lowell and Andover 100 | 500,000 | A. & O. | Jan. '80 34 | Westchester & Phil. pref. 100 | 821,300 | F. & A. | Jan. '80 2 |
| Atlantic and St. Law. 100 | 5,000,000 | M. & S. | Mar. '80 3 | Lowell and Lawrence 100 | 200,000 | J. & O. | Apr. '78 21 | West Jersey 100 | 1,559,750 | F. & A. | Nov. '79 2 |
| Augusta and Savannah. 100 | 1,022,900 | J. & D. | June '79 34 | Lykens Valley 100 | 600,000 | F.M.A.N. | Nov. '79 24 | Wilmington & Weldon. 100 | 1,463,200 | J. & J. | Nov. '79 3 |
| Avon, Genesee & Mt. M.* 100 | 225,000 | A. & O. | Jan. '78 3 | Manchester and Law. 100 | 1,000,000 | M. & N. | Nov. '79 5 | Winchester & Potomac* 100 | 180,000 | J. & D. | Jan. '79 3 |
| Baltimore and Ohio. 100 | 14,216,800 | M. & N. | Nov. '79 34 | Marquette & Cincinnati. 50 | 1,408,912 | — & — | — | Winchester & Strasburg* 100 | 500,000 | J. & J. | Jan. '80 3 |
| " pref. 100 | 4,559,578 | J. & J. | Oct. '79 5 | " 1st pref. 50 | 8,130,719 | M. & S. | Sep. '80 3a | Worcester and Nashua. 76 | 1,789,800 | J. & J. | July '76 2 |
| Washington Br. 100 | 1,650,000 | A. & O. | Oct. '79 5 | " 2d pref. 50 | 4,480,388 | M. & S. | Sep. '80 3a | | | | |
| Berkshire* 100 | 600,000 | quarterly | Apr. '79 14 | Massawippi* 100 | 400,000 | F. & A. | Sep. '80 11 | | | | |
| Boston and Albany 100 | 20,000,000 | M. & N. | Nov. '79 4 | Memphis & Charleston* 25 | 5,312,725 | J. & D. | Jan. '80 3 | Albany City 100 | 110,300 | — & — | — |
| Bost. Cin. & N. Bel. 100 | 1,297,800 | — & — | — | Metropolitan Elevated. 100 | 6,500,000 | quarterly | Jan. '80 24 | Baltimore City 25 | 1,000,000 | quarterly | Jan. '80 3 |
| " pref. 100 | 1,750,100 | ..... | Oct. '79 42 | Michigan Central 100 | 18,738,204 | F. & A. | Feb. '80 4 | Balt. Cat. & El. Mills. 100 | 2,200,000 | J. & J. | Jan. '80 3 |
| Agricultural Br. guar. 100 | 60,000 | J. & D. | June '79 3 | Middlesex Central. 100 | 2,136,398 | F. & A. | Feb. '80 3 | Boston & Chelsea pref. 100 | 2,200,000 | A. & O. | Apr. '79 3 |
| Bost. Oone & Mont.* pref. 100 | 800,000 | M. & N. | Nov. '79 3 | Mill Creek & Minehill* 50 | 323,375 | J. & J. | Jan. '80 5 | Broadway (Brooklyn). 100 | 200,000 | J.A.J.O. | Apr. '78 4 |
| Boston and Lowell. 500 | 3,250,000 | J. & J. | Jan. '80 2 | M. Hill & Schuyll. Hav.* 50 | 3,856,450 | J. & J. | Jan. '80 34 | Broadway & 7th Av. (N.Y.) 100 | 2,100,000 | J.A.J.O. | Apr. '79 2 |
| Boston and Maine. 100 | 6,921,274 | M. & N. | Nov. '79 3 | Mobile & Montgomery. 100 | 2,794,800 | F. & A. | Feb. '80 21 | Brooklyn & Hunter's Pt. 100 | 400,000 | A. & O. | Apr. '79 3 |
| Boston and Providence. 100 | 4,000,000 | M. & N. | Nov. '79 31 | Morris and Essex* 100 | 15,000,000 | J. & J. | Jan. '80 34 | Brooklyn City 2,000,000 | F.M.A.N. | Aug. '79 31 | |
| Attleborough Branch. 100 | 131,700 | J. & J. | Jan. '80 31 | Mt. Carbon & Pt. Carbon. 50 | 282,350 | J. & J. | Jan. '80 6 | Bushwick (Brooklyn). 100 | 309,000 | J. & J. | July '71 34 |
| Bost. Revere B. & Lynn. 100 | 349,200 | J. & J. | Jan. '80 3 | Nashua and Lowell. 100 | 800,000 | M. & N. | Nov. '79 3 | Cambridge 100 | 875,000 | J.A.J.O. | Oct. '79 44 |
| Buffalo, N. Y. and Erie* 100 | 960,000 | J. & D. | Dec. '79 5 | Nashua and Rochester. 100 | 1,305,800 | A. & O. | Oct. '79 11 | Con. Park N. & E. Riv. 100 | 1,068,400 | J. & J. | Jan. '79 3 |
| Burl. & Mo. Riv. in Neb. 100 | 8,837,800 | quarterly | Feb. '80 2 | Nashville and Decatur. 100 | 1,529,000 | J. & D. | June '79 3 | Citizens' (Phil.). 50 | 500,000 | J. & J. | Jan. '78 10 |
| Camden and Atlantic. 50 | 377,400 | quarterly | Jan. '77 2 | Nash, Chat. & St. Louis. 25 | 6,675,266 | A. & O. | Oct. '79 13 | Citizens' (Pbg.). 50 | 200,000 | M. & N. | Nov. '77 10 |
| " pref. 50 | 838,311 | quarterly | Nov. '79 34 | Naugatuck 100 | 2,000,000 | J. & J. | July '79 5 | Coney Island & Brookl. 100 | 500,000 | — & — | — |
| Camden & Burl. Co. 100 | 381,925 | J. & J. | Jan. '80 3 | Nequehoning Valley* 50 | 1,000,000 | M. & S. | Mar. '80 34 | Continental (Phila.). 100 | 180,000 | J. & J. | Jan. '80 5 |
| Orpe May and Millville* 100 | 447,000 | J. & D. | June '79 3 | N. Castle & Beaver Val.* 50 | 1,800,000 | quarterly | Oct. '79 24 | D. Dock, E. B'way & Bat. 100 | 1,200,000 | F.M.A.N. | May '79 2 |
| Catawissa 50 | 1,159,500 | Oct. ber. | Oct. '79 11 | N. Haven & Northamp. 100 | 605,000 | quarterly | Oct. '79 3 | Elizabethtown (N.Y.). 100 | 1,000,000 | J. & J. | Jan. '79 6 |
| " pref. 50 | 2,200,000 | M. & N. | Nov. '79 31 | New London Northam. 100 | 94,428,330 | quarterly | Jan. '80 2 | Frank & Southw. (Ph.) 50 | 600,000 | J. & J. | Oct. '79 4 |
| Cayuga and Susq. 50 | 689,116 | J. & J. | Jan. '80 4 | N.Y. Cen. & Hudson R. 100 | 8,500,000 | J. & J. | Jan. '80 4 | Germantown (Ph.) 50 | 1,000,000 | J. & J. | Jan. '80 2 |
| Cedar Rapids & Mo. R.* 100 | 6,850,400 | F.M.A.N. | Feb. '80 1 | New York and Harlem. 100 | 1,500,000 | J. & J. | Jan. '80 4 | Grand College (Ph.) 50 | 500,000 | J. & J. | July '71 3 |
| " pref. 100 | 769,600 | F. & D. | Feb. '80 8 | " City Line. 100 | 2,000,000 | annually | Oct. '79 34 | Grand St. and Newton. 100 | 170,000 | J. & J. | July '71 2 |
| Central of Georgia. 100 | 7,500,000 | J. & D. | June '79 24 | New York & Long Br.* 100 | 6,500,000 | quarterly | Jan. '80 24 | Green & Coates St. (Ph.) 50 | 500,000 | J. & J. | July '79 6 |
| Central of New Jersey. 100 | 18,563,200 | quarterly | Apr. '78 24 | New York Elevated 100 | 77,107,700 | quarterly | Jan. '80 24 | Heston, Mantau & Fairm. 50 | 2,050,000 | J. & J. | Jan. '75 14 |
| Central Ohio* 50 | 2,426,000 | J. & J. | Jan. '80 3 | N.Y. Lake Erie & West. 100 | 8,563,700 | ..... | — | Highland 100 | 500,000 | J. & J. | Jan. '80 4 |
| " pref. 50 | 400,000 | J. & J. | Jan. '80 3 | " pref. 100 | 15,500,000 | J. & J. | Jan. '80 5 | Lomb. & South Sts. (Ph.) 25 | 105,000 | A. & O. | Oct. '79 24 |
| Central Pacific 100 | 54,275,500 | Feb. '80 3 | Feb. '80 3 | N. Y., N. H. & Hartf. 100 | 3,000,000 | quarterly | Feb. '80 2 | Lynn and Boston 100 | 200,000 | — & — | — |
| Chemung* 100 | 280,000 | quarterly | Jan. '80 11 | N. Y., Provid. & Boston. 100 | 1,000,000 | J. & J. | Jan. '80 5 | Malden and Melrose 100 | 200,000 | — & — | — |
| Cheshire, preferred 100 | 2,155,800 | J. & J. | Jan. '80 11 | Niag. Bridge & Canand* 100 | 4,000,000 | M. & S. | Mar. '78 5 | Metropolitan (Boston). 50 | 1,500,000 | J. & J. | Jan. '80 4 |
| Chicago and Alton 100 | 10,065,400 | M. & S. | Mar. '80 3 | North Carolina* 100 | 96,000 | M. & N. | Nov. '77 4 | Middlesex (Boston). 50 | 400,000 | M. & N. | Feb. '80 4 |
| " pref. 100 | 2,426,400 | M. & S. | Mar. '80 3 | N. Eastern (S. U.) pref. 100 | 4,827,150 | quarterly | Feb. '80 11 | N. Y., Bay Ridge & Jam. 100 | 102,440 | — & — | — |
| Chicago, Burl. & Quincy. 100 | 20,925,000 | M. & S. | Mar. '80 2 | North Pennsylvania 50 | 5,642,000 | A. & O. | Apr. '76 8 | Ninth Avenue (N. Y.). 100 | 797,320 | — & — | — |
| Chi. Cin. Dub. & Minn. 100 | 6,155,000 | A. & O. | Apr. '79 12 | Northern Central 50 | 3,088,400 | J. & D. | Dec. '79 24 | Orange and Newark 100 | 282,556 | — & — | — |
| Chicago, Iowa & Neorac* 100 | 9,916,200 | J. & O. | Jan. '80 5 | Northern New Jersey. 100 | 1,000,000 | J. & J. | July '77 2 | People's (Phila.). 25 | 200,054 | — & — | — |
| Chi. Mil. and St. Paul. 100 | 15,044,251 | A. & O. | Oct. '79 24 | Norwich & Worcester* 100 | 2,604,400 | J. & J. | Jan. '80 5 | Philadelphia City 50 | 475,000 | J. & J. | Jan. '80 5 |
| " pref. 100 | 12,276,483 | A. & O. | Oct. '79 34 | Ogdensb. & L. Champ. 100 | 3,077,000 | J. & J. | July '76 2 | Philadelphia and Darby 20 | 200,000 | J. & J. | July '77 2 |
| Chicago & N. Western. 100 | 14,985,807 | J. & D. | Dec. '79 3 | " pref. 100 | 2,000,000 | A. & O. | Apr. '78 4 | Phila. and Grey's Ferry 80 | 284,776 | J. & J. | Jan. '78 2 |
| " pref. 100 | 22,025,608 | quarterly | Feb. '80 11 | Ohio and Mississippi. 100 | 20,000,000 | quarterly | — | Pbg. Alleg. & Manchester 50 | 200,000 | quarterly | Apr. '78 2 |
| Chicago, R. I. & Pacific. 100 | 20,990,900 | A. & O. | Apr. '79 2 | " pref. 100 | 4,730,000 | J. & D. | Mar. '78 34 | Second Avenue (N. Y.). 100 | 1,192,500 | J.A.J.O. | Apr. '78 2 |
| Cin. Ham. & Dayton. 100 | 3,500,000 | M. & N. | Nov. '79 3 | Old Colony 100 | 6,383,900 | J. & J. | Jan. '80 3 | Second & Third St. (Ph.) 40 | 992,100 | quarterly | Jan. '79 3 |
| Cin. Sand. & Clev. pref. 50 | 429,037 | F. & A. | Feb. '80 24 | Oswego and Syracuse* 100 | 482,400 | F. & A. | Feb. '80 34 | 17th & 19th streets (Ph.) 50 | 500,000 | J. & J. | Jan. '78 4 |
| Clev. Col. Cin. & Ind. 100 | 14,991,800 | M. & N. | Nov. '79 4 | Panama 100 | 7,000,000 | quarterly | Feb. '80 4 | Sixth Avenue (N. Y.). 100 | 750,000 | M. & N. | Nov. '77 5 |
| Cleveland & Mahoning* 50 | 2,667,569 | M. & N. | Nov. '79 4 | Paterson and Hudson* 100 | 632,000 | J. & J. | Jan. '80 4 | Jomerville (Boston) 100 | 118,000 | M. & N. | Nov. '79 3 |
| Cleveland & Pittsburg* 50 | 11,236,150 | M.J.S.D. | Mar. '80 11 | Paterson and Newark* 100 | 250,000 | J. & J. | Jan. '80 4 | South Boston 50 | 480,000 | J. & J. | Jan. '80 3 |
| Columbus and Xenia* 50 | 1,788,200 | Jan. '80 2 | Feb. '80 4 | Paterson and Ramapo* 100 | 248,000 | J. & J. | Jan. '80 4 | Third Avenue (N. Y.). 2,000,000 | F.M.A.N. | May '79 4 | |
| Colam. & Hooking Val. 100 | 2,500,000 | F. & A. | Feb. '80 4 | Pember. & Hightstown* 50 | 342,150 | J. & J. | Jan. '78 3 | 13th & 15th street (Ph.) 50 | 1,000,000 | J. & J. | Jan. '80 4 |
| Concord 100 | 1,500,000 | M. & N. | Nov. '79 6 | Pennsylvania 50 | 68,870,200 | M. & N. | Nov. '79 23 | 23d street (N. Y.). 100 | 600,000 | J. & J. | Jan. '79 4 |
| Concord and Porta* 100 | 350,000 | J. & D. | Dec. '79 24 | Peoria & Bureau Val.* 100 | 1,200,000 | F. & A. | Feb. '80 4 | Union (Boston) 100 | 874,300 | J. & J. | Jan. '80 5 |
| Conn. & Passump. Riv. 100 | 2,175,700 | F. & A. | Feb. '80 11 | Philadelphia and Erie* 50 | 6,004,300 | J. & J. | Jan. '75 4 | Union (Phila.) 100 | 400,000 | J. & J. | Jan. '80 6 |
| Connecticut River 100 | 2,100,000 | J. & J. | Jan. '80 24 | " pref. 100 | 2,400,000 | J. & J. | Jan. '75 4 | West Philadelphia 50 | 400,000 | J. & J. | July '77 10 |
| Cumberland Valley. 100 | 1,292,950 | J.A.J.O. | Jan. '80 24 | Phil. Ger. & Norristown* 50 | 1,626,250 | M.J.S.D. | Dec. '79 3 | | | | |
| 1st pref. 50 | 241,900 | A. & O. | Oct. '79 4 | Philadelphia & Reading 50 | 32,726,375 | quarterly | July '76 34 | | | | |
| 2d pref. 50 | 243,000 | A. & O. | Oct. '79 4 | " pref. 100 | 1,551,800 | quarterly | July '76 34 | Chesapeake & Delaware 50 | 1,983,563 | J. & D. | June '75 2 |
| Danbury and Norw. 50 | 600,000 | quarterly | Mar. '78 11 | Phila. and Trenton* 100 | 1,259,100 | quarterly | Jan. '80 24 | Delaware Division 50 | 1,633,350 | F. & A. | Feb. '78 4 |
| Dayton & Michigan* 100 | 2,401,528 | A. & O. | Oct. '79 13 | Phila. Wil. & Balt. 50 | 11,572,700 | J. & J. | Jan. '80 4 | Delaware and Hudson. 100 | 20,000,000 | F. & A. | Aug. '76 4 |
| " pref. 50 | 1,211,250 | quarterly | Jan. '80 2 | Pittsb. Ft. W. & Chi.* 100 | 19,714,285 | quarterly | Jan. '80 11 | Delaware and Baritan* 100 | 5,847,400 | quarterly | Jan. '80 24 |
| Delaware 100 | 1,230,950 | J. & J. | Jan. '80 3 | " Special Imp. 100 | 5,504,300 | quarterly | Jan. '80 11 | Lehigh Coal & Navigat. 50 | 10,348,550 | J.S.D.M. | Sept. '76 11 |
| Del. & Bound Brook* 100 | 1,500,000 | quarterly | Feb. '80 14 | Pittsfield & N. Adams. 100 | 450,000 | J. & J. | Jan. '80 24 | Monongahela Navigat. 50 | 1,003,500 | J. & J. | July '79 6 |
| Del. Lackaw. & Westn. 100 | 26,200,000 | quarterly | July '76 24 | Port. Baco & Portsm. 100 | 1,500,000 | J. & J. | Jan. '80 3 | Morris (consolidated). 100 | 1,025,000 | F. & A. | Feb. '78 2 |
| Detroit, Lans. & Nor. 100 | 1,874,000 | annually | Feb. '80 34 | Profile and Franconia. 100 | 1,000,000 | J. & J. | Oct. '79 4 | " (preferred) 100 | 1,175,000 | F. & A. | Feb. '78 5 |
| " pref. 100 | 2,503,300 | F. & A. | Oct. '79 2 | Providence & Worcester. 2,000,000 | 883,000 | J. & J. | Jan. '80 3 | Pennsylvania 50 | 4,337,950 | — & — | — |
| Dubuque & Sioux City* 100 | 5,000,000 | A. & O. | Oct. '79 2 | Republica Valley 100 | 6,000,000 | J. & J. | Jan. '80 4 | Schuyl. Nav. (common)* 50 | 1,908,207 | annually | A. '79 70c |
| East Pennsylvania* 100 | 1,309,300 | J. & J. | Jan. '80 3 | Rensselaer & Saratoga* 100 | 175,575 | — & — | Nov. '79 3 | " (pref.) 50 | 2,888,977 | annually | A. '79 140c |
| East Mahanoy 50 | 392,950 | J. & J. | Jan. '80 3 | Rhode Island & Mass. 100 | 1,008,600 | J. & J. | Jan. '79 2 | | | | |
| East Tenn. Va. & Ga. 100 | 1,988,274 | J. & J. | May '79 3 | Richmond & Petersb. 100 | 1,008,600 | J. & J. | Jan. '79 2 | Adams Express 100 | 12,000,000 | quarterly | Dec. '79 2 |
| Eastern (Mass.) 100 | 4,997,500 | J. & J. | July '78 3 | Roch. & Genesee Val.* 110 | 555,200 | J. & J. | Jan. '79 3 | American Express 25 | 1,500,000 | M. & S. | Sept. '77 24 |
| Eastern (N. H.) 100 | 4,992,500 | J. & D. | Dec. '79 2 | Rome, Water. and Ogd. 100 | 2,998,700 | J. & J. | July '75 3 | American Express 100 | 18,000,000 | F. & A. | Jan. '79 2 |
| El River 100 | 3,000,000 | — & — | — | Rutland preferred. 100 | 4,193,700 | F. & A. | Feb. '75 34 | Amoskeag Manuf. Co. 100 | 3,000,000 | J. & D. | Dec. '79 5 |
| Elm. Jct. & Canand* 100 | 600,000 | Sept. | Sept. '79 5 | St. L. Alt. & T. Haute. 100 | 2,300,000 | — & — | — | Calumet and Hecla Mining. 100,000 | 8. S. F.M.A.N. | Feb. '80 95 | |
| Elmira, Jct. & Williamsport* 50 | 500,000 | M. & N. | Nov. '79 24 | " pref. 100 | 2,464,400 | F. & A. | Feb. '78 2 | Central Mining Co. 100</ | | | |

| Atchison, Top. & San. Fe: January. | | | | | | | | | | | | | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|--------|--------|------|-------|-------|---------|------------|----------|-----------|-----------|--------|
| 1876. | 117,417 | 144,132 | 180,246 | 197,996 | 219,370 | 186,641 | 198,351 | 248,138 | 265,593 | 297,958 | 235,793 | 204,447 | 2,486,582 | | | | | | | | | | | |
| 1877. | 134,564 | 136,350 | 189,130 | 200,681 | 189,915 | 185,731 | 187,142 | 255,572 | 281,414 | 342,832 | 335,678 | 246,778 | 2,679,103 | | | | | | | | | | | |
| 1878. | 174,598 | 184,885 | 295,367 | 299,610 | 304,636 | 249,481 | 329,559 | 466,162 | 420,521 | 446,529 | 438,583 | 340,932 | 3,950,868 | | | | | | | | | | | |
| 1879. | 314,732 | 382,989 | 532,000 | 556,000 | 600,000 | 399,500 | 456,000 | 533,000 | 602,500 | 759,000 | 654,500 | 586,500 | 6,338,447 | | | | | | | | | | | |
| 1880. | 473,500 | | | | | | | | | | | | | | | | | | | | | | | |
| Burlington, Cedar Rapids and Northern: | | | | | | | | | | | | | | | | | | | | | | | | |
| 1877. | 73,964 | 68,094 | 73,194 | 72,435 | 71,605 | 69,357 | 73,309 | 113,625 | 194,226 | 171,533 | 138,985 | 129,554 | 1,249,850 | | | | | | | | | | | |
| 1878. | 165,411 | 147,196 | 125,141 | 115,277 | 139,490 | 101,014 | 95,007 | 104,444 | 138,897 | 141,619 | 129,494 | 124,676 | 1,527,667 | | | | | | | | | | | |
| 1879. | 117,362 | 97,277 | 111,924 | 100,132 | 116,950 | 110,179 | 107,990 | 122,827 | 154,795 | 171,524 | 147,785 | 176,204 | 1,534,949 | | | | | | | | | | | |
| 1880. | 184,316 | | | | | | | | | | | | | | | | | | | | | | | |
| Central Pacific: | | | | | | | | | | | | | | | | | | | | | | | | |
| 1876. | 994,339 | 1,017,204 | 1,184,683 | 1,427,035 | 1,757,415 | 1,646,270 | 1,541,223 | 1,696,154 | 1,871,876 | 1,888,066 | 1,675,532 | 1,424,317 | 18,146,944 | | | | | | | | | | | |
| 1877. | 1,170,615 | 945,171 | 1,245,373 | 1,438,659 | 1,554,652 | 1,484,232 | 1,391,867 | 1,362,000 | 1,441,293 | 1,806,382 | 1,855,774 | 1,354,882 | 17,050,976 | | | | | | | | | | | |
| 1878. | 1,110,988 | 960,529 | 1,229,592 | 1,529,254 | 1,590,889 | 1,393,851 | 1,533,701 | 1,726,666 | 1,769,477 | 1,773,089 | 1,537,493 | 1,432,917 | 17,607,451 | | | | | | | | | | | |
| 1879. | 1,069,166 | 1,070,759 | 1,320,846 | 1,344,746 | 1,616,621 | 1,377,000 | 1,442,000 | 1,552,000 | 1,723,000 | 1,833,000 | 1,487,000 | 1,311,000 | 17,098,730 | | | | | | | | | | | |
| 1880. | 1,223,000 | | | | | | | | | | | | | | | | | | | | | | | |
| Chicago and Alton: | | | | | | | | | | | | | | | | | | | | | | | | |
| 1875. | 319,928 | 328,219 | 363,627 | 367,956 | 351,004 | 382,233 | 387,445 | 411,960 | 490,283 | 489,019 | 395,779 | 369,311 | 4,656,764 | | | | | | | | | | | |
| 1876. | 305,597 | 346,560 | 355,527 | 364,000 | 423,645 | 451,083 | 403,671 | 510,795 | 524,244 | 532,868 | 367,898 | 374,351 | 4,960,529 | | | | | | | | | | | |
| 1877. | 351,608 | 325,047 | 315,454 | 339,385 | 311,266 | 358,982 | 305,927 | 491,728 | 480,933 | 445,597 | 391,616 | 316,799 | 4,464,343 | | | | | | | | | | | |
| 1878. | 301,073 | 300,187 | 357,297 | 335,999 | 349,883 | 359,457 | 433,473 | 563,379 | 443,525 | 486,921 | 399,378 | 340,947 | 4,671,519 | | | | | | | | | | | |
| 1879. | 343,737 | 312,311 | 344,375 | 339,118 | 410,446 | 442,753 | 529,414 | 573,863 | 643,455 | 654,286 | 597,143 | 534,873 | 5,745,880 | | | | | | | | | | | |
| 1880. | 502,285 | | | | | | | | | | | | | | | | | | | | | | | |
| Chicago and Northwestern: | | | | | | | | | | | | | | | | | | | | | | | | |
| 1876. | 808,842 | 854,627 | 944,450 | 919,978 | 1,090,752 | 1,263,087 | 1,035,524 | 1,904,715 | 1,204,072 | 1,433,957 | 1,144,319 | 926,852 | 12,631,174 | | | | | | | | | | | |
| 1877. | 730,602 | 722,367 | 812,080 | 867,603 | 940,978 | 928,885 | 934,688 | 1,411,310 | 1,559,368 | 1,471,214 | 1,403,728 | 1,006,930 | 12,793,602 | | | | | | | | | | | |
| 1878. | 1,077,891 | 1,054,857 | 1,095,800 | 1,255,887 | 1,471,554 | 1,069,142 | 1,166,270 | 1,179,354 | 1,315,796 | 1,566,858 | 1,407,240 | 1,114,555 | 14,538,655 | | | | | | | | | | | |
| 1879. | 1,008,000 | 895,000 | 1,101,100 | 1,130,475 | 1,434,960 | 1,389,300 | 1,309,984 | 1,347,000 | | | | | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|------------|-------|-------------------|----------------|-------|--------|--------------------------------------|------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Adirondack: | | | | | | | Blue Ridge, (S. Car.): | | | | | | |
| 1st Mortgage..... | \$ 940,000 | 7 | Jan. & July. | New York. | 1886 | .... | 1st Mort., guar. by State (gold) .. | 4,000,000 | 7* | Jan. & July. | Charleston. | 1898 | .... |
| Alabama and Chattanooga: | | | | | | | Boston and Albany: | | | | | | |
| 1st Mortgage, guar. by Ala..... | 5,200,000 | 8* | Jan. & July. | New York. | 1889 | .... | Currency bonds of Feb. 1, 1872. | 5,000,000 | 7 | Feb. and Aug. | Boston. | '91-'92 | 123 |
| Receiver's Bonds..... | 1,200,000 | 7 | ..... | " | ..... | .... | Loan of 1875..... | 2,000,000 | 6 | Jan. & July. | " | 1895 | 112 |
| Alabama and Georgia: | | | | | | | Boston, Clinton and Fitchburg: | | | | | | |
| 1st Mortgage, guar. by Ala. & Ga. | 16,000pm | 8 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage (Agricultural Br.).. | 400,000 | 6 | Jan. & July. | Boston. | 1894 | 100 |
| Alabama Central: | | | | | | | 1st Mortgage (Equalization).... | 300,000 | 7 | " | " | 1889 | .... |
| 1st Mortgage..... | 1,800,000 | 8 | Jan. & July. | New York. | 1901 | .... | 1st Mortgage (Consolidation).... | 252,000 | 7 | " | " | 1890 | .... |
| Albany and Susquehanna: | | | | | | | Equipment Mortgage..... | 870,000 | 8 | Apr. and Oct. | " | 1881 | .... |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1888 | 113 | Boston, Concord and Montreal: | | | | | | |
| 2d Mortgage..... | 2,000,000 | 7 | April & Oct. | " | 1885 | 110 | Sinking Fund Mortgage..... | 202,000 | 6 | Jan. and July. | Boston. | 1889 | .... |
| 3d Mortgage..... | 253,000 | 7 | May & Nov. | " | 1881 | .... | Consol. Mortgage for \$2,000,000. | 1,224,000 | 7 | Apr. and Oct. | Boston. | 1893 | .... |
| Albany Loan..... | 833,900 | 6 | " | " | 1895 | .... | 357,200 | 6 | " | " | 1893 | .... |  |
| Consol. M. (guar. by D. & H. Co.) | 1,595,000 | 7 | April & Oct. | " | 1900 | 112 | Boston, Hartford and Erie: | | | | | | |
| Alexandria and Fredericksburg: | | | | | | | 1st Mortgage (old)..... | 273,000 | 7 | Mar. and Sept. | Boston. | 1884 | .... |
| 1st Mortgage..... | 1,000,000 | 7 | June & Dec. | Philadelphia. | 1896 | .... | 1st Mortgage (Berdiell)..... | 15,000,000 | 7 | Jan. and July. | New York. | 1900 | 56 |
| Allegheny Valley: | | | | | | | 1st Mortgage, guar. by Erie..... | 5,000,000 | 7 | " | " | 1900 | 62 |
| General Mortgage..... | 3,967,000 | 7.3 | Jan. & July. | New York. | 1896 | 118 | Mass. L. (sec'd by \$1,000,000 Ber.) | 3,600,000 | 7* | " | Boston. | 1899 | .... |
| Special Mortgage to Penn..... | 3,500,000 | 6 | January. | Harrisburg. | ..... | 106 | Boston and Lowell: | | | | | | |
| 1st M., E. Ext., guar. by Pa. R.R. | 9,938,000 | 7 | April & Oct. | Phil. or Lond. | 1900 | 106 | Bonds (Wharf Purchase)..... | 300,000 | 6 | Apr. and Oct. | Boston. | 1879 | .... |
| Funding Income (traffic guar.) | 5,402,900 | 7 | " | Pittsburg. | 1894 | 43 | Bonds of 1872 for \$1,000,000.... | 999,500 | 7 | " | " | 1892 | .... |
| American Central: | | | | | | | Bonds of 1875..... | 500,000 | 7 | Mar. and Sept. | " | 1893 | .... |
| 1st Mort., guar. by C. B. & Q. | 386,000 | 7 | Jan. & July. | New York. | 1878 | .... | Bonds of 1876..... | 750,000 | 6 | Jan. and July. | " | 1893 | 106 |
| Androscoggin: | | | | | | | Boston and Maine: | | | | | | |
| 1st Mortgage (Bath Loan)..... | 425,000 | 6 | Jan. & July. | Bath, Me. | 1891 | .... | Bonds of 1893 (coup. and reg.).. | 3,500,500 | 7 | Jan. and July. | Boston. | '93-'94 | 120 |
| Arkansas Central (narrow gauge): | | | | | | | Boston and New York Air Line: | | | | | | |
| 1st Mortgage..... | 1,300,000 | 7* | Jan. & July. | Lond. or Ams. | 1891 | .... | 1st mortgage..... | 500,000 | 7 | Feb. and Aug. | New York. | 1893 | .... |
| Ashtabula, Youngstown & Pitts. | | | | | | | Boston and Providence: | | | | | | |
| 1st Mortgage..... | 1,500,000 | 7* | April & Oct. | New York. | 1901 | .... | Bonds to purchase P. W. & B. R. d. | 500,000 | 7 | Jan. and July. | Boston. | 1893 | .... |
| 2d Mortgage, Income..... | 400,000 | 7 | Jan. and July. | Pittsburg. | 1904 | .... | Brunswick and Albany: | | | | | | |
| Atchison and Nebraska: | | | | | | | 1st Mort. (gold) end. by Ga. tax fr. | 3,630,000 | 6* | Apr. and Oct. | New York. | 1908 | .... |
| 1st Mortgage..... | 1,125,000 | 7 | March & Sept. | Boston. | 1908 | 108 | 2d Mort. sinking fund gold..... | 2,350,000 | 7* | " | " | 1893 | .... |
| Atchison, Topeka and Sa. to Pa: | | | | | | | Buffalo, Bradford and Pittsburg: | | | | | | |
| 1st Mortgage (gold)..... | 7,041,000 | 7* | Jan. & July. | New York. | 1899 | 118 | General Mortgage..... | 580,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| Land Grant Mortgage (gold)..... | 5,115,500 | 7* | April & Oct. | Boston. | 1900 | 113 | Buffalo, Corry and Pittsburg: | | | | | | |
| 1st Mort. (Wichita Br.) traf. guar. | 412,000 | 7* | Jan. & July. | " | 1902 | .... | 1st Mortgage..... | 700,000 | 7 | Jan. and July. | New York. | 1886 | .... |
| Pottawatomie Land Grant..... | ..... | 7 | May & Nov. | N. Y. or Bost. | 1879 | .... | Buffalo and Erie: | | | | | | |
| Consol. Second Mort. (gold)..... | 3,500,000 | 7* | April & Oct. | " | 1903 | 134 | Mort. bonds (ass'd by L. & M. S.) | 200,000 | 7 | Jan. and July. | New York. | 1882 | .... |
| Land Income bonds..... | 480,000 | 8 | Jan. & July. | Boston. | .... | 108 | Mort. bonds (" ") | 300,000 | 7 | March & Sept. | " | 1896 | .... |
| Atlanta and Charlotte Air Line. | | | | | | | Mort. bonds (" ") | 2,844,000 | 7 | Apr. and Oct. | " | 1896 | 118 |
| 1st Mortgage (registered)..... | 4,250,000 | 7 | Jan. & July. | New York. | 1907 | 80 | Buffalo and Jamestown: | | | | | | |
| Atlantic and Great Western: | | | | | | | Mortgage..... | 1,000,000 | 6* | ..... | New York. | 1902 | .... |
| 1st Mortgage (gold)..... | 14,922,200 | 7* | Jan. & July. | N. Y. or Lond. | 1902 | .... | Buffalo, New York and Erie: | | | | | | |
| 2d Mortgage (gold)..... | 10,173,679 | 7* | March & Sept. | " | 1902 | .... | 1st Mortgage Renewal Bonds.. | 2,380,000 | 7 | June & Dec. | New York. | 1916 | 122 |
| 3d Mortgage (gold) Income..... | 28,783,000 | 7* | May & Nov. | " | 1902 | .... | Buffalo, New York & Phila.: | | | | | | |
| Atlantic and Gulf: | | | | | | | 1st Mortgage..... | 3,000,000 | 6* | Jan. & July. | New York. | 1896 | .... |
| Consolidated 1st Mortgage..... | 2,310,200 | 7 | Jan. & July. | New York. | 1887 | .... | 2d Mortgage for \$1,000,000.... | 546,500 | 10 | " | " | 1893 | .... |
| 1st Mortgage (S. Ga. & Fla. R.R.) | 464,000 | 7 | May & Nov. | " | 1888 | .... | Burlington, Cedar Rapids & Nor. | | | | | | |
| 2d Mortgage (S. Ga. & Fla. R.R.) | 200,000 | 7 | " | " | 1889 | .... | 1st Mortgage..... | 6,500,000 | 5 | June & Dec. | New York. | 1906 | 89 |
| Atlantic and Lake Erie: | | | | | | | 1st Mort. (Minn. & St. Louis)... | 150,000 | 7* | Jan. & July. | " | 1911 | .... |
| 1st Mort. (gold) for \$5,000,000.... | ..... | 7* | Jan. & July. | New York. | 1901 | .... | Burlington and Missouri River: | | | | | | |
| Atlantic, Miss. and Ohio (428 m.): | | | | | | | Land and R. R. Mortgage..... | 4,638,250 | 7 | April & Oct. | N. Y. & Bost. | 1893 | 111 |
| 1st Mortgage for \$15,000,000.... | 5,470,000 | 7* | April & Oct. | New York. | 1901 | .... | Stock (common) Bonds..... | ..... | 8 | April & Oct. | N. Y. & Bost. | 1879 | .... |
| 2d Mort. to State (no int. till '90). | 4,000,000 | ..... | ..... | " | .... | .... | Stock (common) Bonds..... | 279,000 | 8 | Jan. & July. | " | 1894 | .... |
| Atlantic and Pacific: | | | | | | | Stock (common) Bonds..... | 370,500 | 8 | " | " | 1889 | .... |
| Land Mortgage gold bonds..... | 2,829,000 | 6* | Jan. & July. | New York. | 1888 | .... | Burlington and Mo. Riv. in Neb: | | | | | | |
| 2d Mortgage for \$3,000,000 (gold) | 2,015,500 | 6* | May & Nov. | " | 1891 | .... | 1st Mortgage convertible..... | 5,627,000 | 8 | Jan. & July. | N. Y. & Bost. | 1894 | .... |
| 1st Mort. (So. Pac. R.R.) assumed | 7,188,500 | 6* | Jan. & July. | " | 1888 | .... | Bonds convertible until 1892.... | 370,000 | 8 | " | Boston. | 1885 | .... |
| 1st Mort. (Central Div.) gold..... | 1,190,000 | 6* | May & Nov. | " | 1891 | .... | Consolidated Mortgage..... | 7,005,400 | 6 | " | Boston. | 1913 | .... |
| 1st Mort. (Central Div.) L. G..... | 794,000 | 6* | " | " | 1901 | .... | Burlington and Southwestern: | | | | | | |
| Equipment Bonds..... | 753,000 | 10 | June & Dec. | " | 1883 | .... | 1st Mortgage (\$20,000 per mile). | 1,800,000 | 8 | May & Nov. | Boston. | 1891 | .... |
| Income Bonds (for funding)..... | 529,600 | 6* | " | " | 1883 | .... | Cairo and Fulton (Arkansas): | | | | | | |
| Land Debentures..... | 500,000 | 10 | J. A. J. & O. | " | 1884 | .... | 1st Mort. (R. R. and lands) S. F. | 8,000,000 | 7* | Jan. & July. | New York. | 1892 | 106 |
| Atlantic and St. Lawrence: | | | | | | | Cairo and St. Louis (3 ft. gauge): | | | | | | |
| Sterling bonds (not Mort.) of 1853. | 484,000 | 6* | May & Nov. | London. | 1878 | .... | 1st Mortgage..... | 2,500,000 | 7 | April & Oct. | New York. | 1901 | .... |
| 2d Mortgage (sterling) of 1864.... | 1,500,000 | 6* | April & Oct. | " | 1884 | .... | Cairo and Vincennes: | | | | | | |
| 3d Mortgage (sterling) of 1871.... | 713,000 | 6* | May & Nov. | " | 1891 | .... | 1st Mortgage, gold..... | 3,500,000 | 7* | April & Oct. | N. Y. & Lond. | 1909 | .... |
| Portland City Bonds, 1st M., s. f. | 787,000 | 6 | " | Portland. | 1886 | .... | 2d Mortgage..... | 1,500,000 | 7* | Jan. & July. | " | 1898 | .... |
| Bald Eagle Valley: | | | | | | | California Pacific: | | | | | | |
| 1st Mortgage..... | 384,000 | 6 | Jan. & July. | Philadelphia. | 1881 | .... | 1st Mortgage, sinking fund..... | 2,250,000 | 7* | Jan. & July. | New York. | 1899 | .... |
| 2d Mortgage..... | 100,000 | 7 | " | " | 1884 | .... | Extension, or 2d Mortgage..... | 3,500,000 | 7* | " | " | 1899 | .... |
| Baltimore and Ohio: | | | | | | | 2d Income, or double track b'ds | 1,600,000 | 6* | Jan. & July. | ..... | 1891 | .... |
| Loan of 1850-'80..... | 579,500 | 6 | Jan. & July. | Baltimore. | 1880 | 101 | Camden and Amboy: | | | | | | |
| Loan of 1853-'85..... | 1,710,000 | 6 | April & Oct. | " | 1885 | 104 | Loan of 1883..... | 1,700,000 | 6 | Feb. & Aug. | Philadelphia. | 1893 | 104 |
| Loan of 1856-'90 (Balt.) sfg. fd. | 3,151,122 | 6 | Jan. & July. | " | 1890 | .... | Loan of 1889..... | 868,000 | 6 | June & Dec. | Princeton. | 1899 | 105 |
| Loan of 1870-'95 (stg.) sfg. fund. | 3,273,956 | 6* | March & Sept. | London. | 1895 | .... | Mortgage Loan of 1889..... | 5,000,000 | 6 | May & Nov. | Philadelphia. | 1899 | 113 |
| Loan of 1872-1902 (stg.) S. F. | 9,029,852 | 6* | " | " | 1902 | .... | Sterling Loan, S. F. (\$282,000). | 1,236,080 | 6* | Feb. & Aug. | London. | 1890 | .... |
| Loan of 1874-1910 (stg.) S. F. | 9,464,500 | 6* | May & Nov. | " | 1910 | .... | Camden and Atlantic: | | | | | | |
| Baltimore and Potomac: | | | | | | | 1st Mortgage..... | 490,000 | 7* | Jan. & July. | Philadelphia. | 1893 | .... |
| 1st Mort. (Tunnel) gold guar..... | 1,500,000 | 6* | Jan. & July. | Baltimore. | 1911 | .... | 2d Mortgage..... | ..... | 7 | April & Oct. | " | 1879 | .... |
| 1st Mortgage (R. R.) gold guar. | 3,000,000 | 6* | April & Oct. | " | 1911 | .... | Camden and Burlington County: | | | | | | |
| Bangor and Piscataquis: | | | | | | | Consolidated 1st Mortgage..... | 350,000 | 6 | Feb. & Aug. | Philadelphia. | 1897 | 106 |
| 1st Mortgage (Bangor loan)..... | 600,000 | 6 | April & Oct. | Boston. | 1899 | .... | Canada Southern: | | | | | | |
| 1st Mort. (Bangor loan) extens'n | 120,000 | 7 | " | " | 1901 | .... | 1st Mort. (sfg. fd.) for \$9,000,000 | 9,000,000 | 7* | Jan. & July. | New York. | 1906 | 91 |
| Bay City and East Saginaw: | | | | | | | Cape May and Millville: | | | | | | |
| 1st Mort. guar. by F. & P. M. R. Co. | 100,000 | 10 | Jan. & July. | Detroit. | 1886 | .... | 2d Mort. guar. by W. Jersey R.R. | 400,000 | 7 | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|------------|-------|-------------------|---------------|---------|--------|--|------------|-------|-------------------|---------------|------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Cedar Rapids & Mo. Riv. (C. & N.W.): | \$ | | | | | | Chicago, Iowa and Nebraska: | \$ | | | | | |
| 1st Mortgage, 1st Div. \$10,000 p.m. | 678,000 | 7 | Feb. & Aug. | New York. | 1891 | 110 | 2d Mort. (now 1st) guar. C. & N.W. | 409,400 | 7 | Jan. & July. | Boston. | 1880 | .... |
| 1st Mortgage 2d Div. \$10,000 p.m. | 582,000 | 7 | " | " | 1894 | 111 | 3d Mort. (now 2d) guar. C. & N.W. | 211,500 | 7 | Feb. & Aug. | New York. | 1892 | .... |
| 1st Mortgage 3d Div. \$16,000 p. m. | 2,400,000 | 7 | May & Nov. | " | 1916 | 114 | Chicago and Lake Huron: | | | | | | |
| Central Branch Union Pacific: | | | | | | | 1st Mort. 1st series (Peninsular.) | 1,800,000 | 7 | May and Nov. | N.Y. or Lond. | 1899 | .... |
| 1st Mort. (Atch. & Pike's Peak). | 1,000,000 | 6 | May & Nov. | New York. | 1895 | .... | 1st Mort. 2d series (| 2,000,000 | 7 | " | " | 1900 | .... |
| 2d Mortgage Governm't ac'daidy. | 1,000,000 | 6 | Jan. & July. | " | 1896 | .... | 1st M. (Port Huron & L. Mich.) | 1,800,000 | 7 | " | New York. | 1899 | .... |
| Central of Georgia: | | | | | | | 2d Mortgage (Peninsular.) | 540,000 | 7 | Feb. and Aug. | " | 1881 | .... |
| General Mort. for \$5,000,000.... | 2,222,000 | 7 | Jan. & July. | N.Y. & Savan. | 1893 | .... | Consolidated Mortgage..... | 12,000,000 | 6 | " | " | 1903 | .... |
| Macon & West. (Atlanta D.) b'ds | 117,000 | 7 | April & Oct. | Savannah. | 1880 | .... | Chicago and Milwaukee Railway: | | | | | | |
| Central of Iowa: | | | | | | | 1st Mort., guar. by C. and N.W. | 1,700,000 | 7 | Jan. & July. | New York. | 1898 | 114 |
| 1st Mortgage, gold, \$16,000 p.m. | 3,700,000 | 7 | Jan. & July. | New York. | 1899 | 115 | Chicago and Mich. Lake Shore: | | | | | | |
| 2d Mortgage, gold, \$4,000 p. m.. | 925,000 | 7 | April & Oct. | " | 1901 | 60 | 1st Mortgage..... | 480,000 | 8 | March & Sept. | Boston. | 1889 | .... |
| Central of L. I. (Flush., N.C. & C.): | | | | | | | 1st Mortgage..... | 3,500,000 | 8 | Jan. & July. | " | 1890 | .... |
| 1st Mortgage..... | 1,275,000 | 7 | May & Nov. | New York. | 1889 | .... | 1st Mortgage..... | 1,350,000 | 8 | May & Nov. | " | 1891 | .... |
| Central of New Jersey: | | | | | | | 1st Mortgage (on Branch)..... | 1,325,000 | 8 | March & Sept. | " | 1892 | .... |
| Convertible bonds of 1872..... | 4,400,000 | 7 | May & Nov. | New York. | 1902 | .... | Chicago, Milwaukee and St. Paul: | | | | | | |
| 1st Mortgage..... | 5,000,000 | 7 | Feb. & Aug. | " | 1890 | 116 | 1st Mort. (La Crosse Division.) | 6,000,000 | 7 | Jan. & July. | New York. | 1893 | 113 |
| Newark Branch Bonds..... | 600,000 | 7 | Jan. & July. | " | 1887 | .... | 1st Mort. (Chic. and Mil. Div.) | 2,500,000 | 7 | Jan. & July. | " | 1903 | 113 |
| Adjustm't Mortgage..... | 5,550,000 | 7 | May & N.v. | New York. | 1903 | 107 | 1st Mort. (Iowa & Dakota Ext.) | 1,000,000 | 7 | " | " | 1908 | 110 |
| Inc. bonds, reg., not cumulative | 2,450,000 | 7 | " | " | 1908 | 90 | 1st Mort. (Iowa and Minn. Div.) | 3,810,000 | 7 | Jan. & July. | " | 1897 | 113 |
| Consol. Mort. for \$25,000,000.... | 15,000,000 | 7 | J. A. J. & O. | " | 1899 | .... | 1st Mort. (Minnesota Central.) | 190,000 | 7 | " | " | 1894 | .... |
| Central Ohio (B. and O.): | | | | | | | 1st Mort. (St. Paul Division.) | 4,000,000 | 7 | " | " | 1902 | 112 |
| 1st Mortgage guaranteed..... | 2,500,000 | 6 | March & Sept. | Baltimore. | 1890 | 110 | 1st Mort. (Iowa and Dak. Div.) | 591,000 | 7 | " | " | 1899 | 114 |
| Central Pacific of California: | | | | | | | 1st Mort. (Prairie du Chien Div.) | 3,674,000 | 8 | Feb. & Aug. | " | 1898 | 120 |
| 1st Mort., 30 years bonds, (gold). | 25,883,000 | 6 | Jan. & July. | New York. | 1905-98 | 112 | 2d Mort. (| 1,315,000 | 7.3 | " | " | 1898 | 112 |
| Convertible 20 years bonds, gold | 1,483,000 | 7 | " | " | 1883 | 102 | 1st Mort. (Hast. and Dak. Div.) | 172,000 | 7 | Jan. & July. | " | 1902 | .... |
| State Aid B'ds (Int. by State) gold | 1,500,000 | 7 | " | " | 1884 | 103 | 1st Mort. (Mil. and Western)... | 234,000 | 7 | Jan. & July. | " | 1891 | .... |
| 2d Mort. (Governm't Subsidy) | 27,855,680 | 6 | " | " | 1905-99 | .... | 2d Mortgage..... | 600,000 | 7 | April & Oct. | " | 1884 | .... |
| 1st Mort. (Western Pacific) gold | 2,735,000 | 6 | " | " | 1899 | 110 | Equipment and Bridge Bonds.... | ..... | 10 | June & Dec. | " | 1883 | .... |
| 1st Mort. (Calif. & Oregon) gold | 8,000,000 | 6 | " | " | 1902-92 | 105 | Consol. Mort. for \$35,000,000.... | 7,304,000 | 7 | Jan. & July. | " | 1906 | 109 |
| 1st Mort. (S. Fr., Okla. & Ala.)... | 500,000 | 8 | " | " | 1890 | .... | Chicago and Northwestern: | | | | | | |
| 1st Mort. (San Joaquin V.D.) gold | 6,030,000 | 6 | April & Oct. | " | 1900 | 106 | Preferred sinking fund (193 m.) | 972,200 | 7 | Feb. & Aug. | New York. | 1885 | 108 |
| Land bonds (Cen. Pac. Co.) gold | 8,704,000 | 6 | " | " | 1890 | 105 | General 1st Mortgage (193 m.) .. | 3,440,400 | 7 | " | " | 1885 | 109 |
| Central Vermont: | | | | | | | Funded coupons (193 m.)..... | 678,400 | 7 | May & Nov. | " | 1883 | 107 |
| 1st Mort., Consol. (Vt. Central.) | 3,000,000 | 7 | May & Nov. | Boston. | 1886 | .... | Appleton Ext. (23 m. & 76,000 ac.) | 116,000 | 7 | Feb. & Aug. | " | 1885 | .... |
| 2d Mort., Consol. (| 1,500,000 | 7 | June & Dec. | " | 1891 | .... | Green Bay Ext. (26m & 76,000 a.) | 180,000 | 7 | " | " | 1882 | .... |
| 1st Mort. (Stan., Sheff. and Ch.) | 500,000 | 7 | Jan. & July. | " | 1887 | 22 | 1st Mort. (Gal. & Chi. U.) 248 m. | 1,658,000 | 7 | " | " | 1906 | .... |
| Income and Extension Bonds.... | 1,008,600 | 8 | May & Nov. | " | 1902 | 19 | 1st Mort. (Menominee River) .. | 400,000 | 6 | Jan. & July. | " | 1884 | .... |
| Equipment Mort. (Vt. Central.) | 1,000,000 | 8 | " | " | 1889 | 76-77 | Mississippi River Bridge | 158,000 | 7 | " | " | 1884 | .... |
| Equipment Mort. (| 1,000,000 | 8 | " | " | 1889 | 30 | 1st Mortgage (Peninsula)..... | 272,000 | 7 | March & Sept. | " | 1898 | .... |
| Bonds, guar. (Vt. and Canada) | 1,000,000 | 8 | Jan. & July. | " | 1891 | .... | Consol. skg fund (C. & N.W. Ry.) | 5,198,000 | 7 | F. M. A. & N. | " | 1915 | 123 |
| Missisquoi R.R. (| 500,000 | 7 | " | " | 1891 | 38 | General Consol. Gold Bonds.... | 12,348,000 | 7 | June & Dec. | " | 1902 | 117 |
| Cent. Vt. (Vt. & Can. Mort.) b'ds | 3,000,000 | 6 | March & Sept. | " | 1904 | .... | 1st Mort. S. F. (Madison Exten.) | 3,150,000 | 7 | April & Oct. | " | 1911 | .... |
| Charleston and Savannah: | | | | | | | 1st Mort. S. F. (Menominee Ext.) | 2,700,000 | 7 | June & Dec. | " | 1911 | .... |
| 1st Mortgage guar. by State..... | 505,000 | 6 | March & Sept. | Charleston. | 1877 | .... | 1st Mort. (Chic. & Mil. R.W. guar | 1,700,000 | 7 | Jan. & July. | " | 1898 | .... |
| Funded Interest on 1st Mort..... | 187,400 | 7 | " | " | 1889 | .... | 1st Mort. (Bel. & Mad. R.R.) guar. | 247,000 | 7 | " | " | 1888 | .... |
| Charlotte, Columbia & Augusta: | | | | | | | Chicago and Paducah (C. B. & Q.): | | | | | | |
| 1st Mortgage..... | 1,810,500 | 7 | Jan. & July. | New York. | 1895 | .... | 1st Mortgage \$26,000 p. m. gold.. | 2,304,000 | 7 | Jan. & July. | Boston. | 1903 | .... |
| 2d Mortgage..... | 500,000 | 7 | April & Oct. | Baltimore. | .... | .... | Chl., Pekin & Southern (C.B. & Q.): | | | | | | |
| Charters: | | | | | | | 1st Mortgage for \$10,000 per mile | 700,000 | 8 | Feb. & Aug. | New York. | 1901 | .... |
| 1st Mort., guar. by Penna..... | 500,000 | 7 | April & Oct. | Philadelphia. | 1901 | .... | Chicago, Rock Island and Pacific: | | | | | | |
| Chesaw and Darlington: | | | | | | | 1st Mortgage skg. fund..... | 124,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| 1st Mortgage dated Jan. 1, 1871. | 141,000 | 8 | April & Oct. | Charleston. | 1888 | .... | Branch Bonds Sinking Fund.... | 916,000 | 6 | Feb. & Aug. | " | 1895 | .... |
| 2d Mortgage dated Jan. 1, 1889. | 75,000 | 7 | Jan. & July. | " | 1888 | .... | New Mort. bonds for \$12,500,000 | 8,920,000 | 6 | Jan. & July. | " | 1917 | 117 |
| Cherry Valley, Sharon and Alb.: | | | | | | | Chl. & Southwestern (C. R. I. & Pac.): | | | | | | |
| 1st Mort. con. guar. by A. & S. Co. | 300,000 | 7 | June & Dec. | New York. | 1899 | .... | 1st Mort. gold, tax free, guar..... | 5,000,000 | 7 | May & Nov. | New York. | 1889 | .... |
| Cheapeake and Ohio: | | | | | | | 1st Mortgage gold (Atchison Br.) | 1,000,000 | 7 | June & Dec. | " | 1901 | .... |
| 1st Mort. gold "B"..... | 15,000,000 | 6 | May & Nov. | New York. | 1908 | 60 | Chicago and Superior: | | | | | | |
| 2d Mortgage..... | 10,000,000 | 6 | Jan. & July. | " | 1918 | .... | 1st Mortgage (Mad. & Portage) g'd | 600,000 | 7 | April & Oct. | New York. | 1900 | .... |
| 1st Mort. (Va. Cen.) guar. by Va. | 100,000 | 6 | " | " | 1880 | .... | Chillicothe and Brunswick: | | | | | | |
| 2d Mort. (| 918,000 | 6 | " | " | 1884 | .... | 1st Mort., guar. by St. L., K.C. & N. | 500,000 | 8 | Jan. & July. | New York. | 1894 | .... |
| Income (| 300,000 | 8 | " | " | 1876 | .... | Cincinnati, and Baltimore: | | | | | | |
| Funded Interest, coupon..... | 160,500 | 8 | " | " | 1877 | .... | 1st Mort., guar. by B. & O. & M. & C. | 750,000 | 7 | Jan. & July. | Baltimore. | 1900 | 108 |
| Chester: | | | | | | | Cincinnati, Hamilton and Dayton: | | | | | | |
| Coupon bonds (no Mort.)..... | 830,900 | 6 | Jan. & July. | Boston. | 180-90 | 103 | 1st Mortgage of 1868..... | 1,245,000 | 7 | May & Nov. | New York. | 1880 | .... |
| Chester Creek (Phil. & Balt. Cent.): | | | | | | | 2d Mortgage of 1868..... | 494,000 | 7 | Jan. & July. | " | 1885 | .... |
| 1st Mort., guar. by P., W. & B. | 185,000 | 6 | Jan. & July. | Philadelphia. | 1903 | .... | Consol. S. F. M. for \$3,000,000.. | 996,000 | 7 | April & Oct. | " | 1905 | .... |
| Chester and Tamaroa: | | | | | | | Cincinnati, Ham. & Ind. (C. H. & D.): | | | | | | |
| 1st Mortgage..... | 600,000 | 7 | May & Nov. | New York. | 1901 | .... | 1st Mort., guar. for \$2,500,000.... | 2,500,000 | 7 | Jan. and July. | New York. | 1903 | .... |
| Chicago and Alton: | | | | | | | Cincinnati, Lafayette and Chi.: .. | 1,120,000 | 7 | March & Sept. | New York. | 1901 | 103 |
| 1st Mortgage..... | 2,400,000 | 7 | Jan. & July. | New York. | 1893 | 119 | Consolidated Mortgage..... | 471,000 | 7 | June & Dec. | " | 1914 | .... |
| 2d Mortgage Income..... | 1,100,000 | 7 | April & Oct. | " | 1883 | .... | Cincinnati and Martinsville: | | | | | | |
| Consol. Bonds (\$200 stig. each). | 4,879,850 | 6 | Jan. & July. | London. | 1903 | .... | 1st Mort., guar. by I. C. & La. F. | 400,000 | 7 | Feb. & Aug. | New York. | 1905 | .... |
| 1st Mort. (St. L. & C.) assumed | 564,000 | 7 | April & Oct. | New York. | 1894 | 113 | Cincinnati & Muskingum Valley: | | | | | | |
| 2d Mort. (| 188,000 | 7 | Jan. & July. | " | 1898 | .... | 1st Mortgage..... | 1,500,000 | 7 | Jan. and July. | New York. | 1901 | .... |
| 1st Mort. (Louisiana and Mo.)... | 1,864,000 | 7 | Feb. & Aug. | " | 1900 | 108 | Cincinnati, Richmond & Chicago: | | | | | | |
| Chicago, Burlington and Quincy: | | | | | | | 1st Mortgage guar. by C. H. & D. | 560,000 | 7 | Jan. and July. | New York. | 1895 | .... |
| Trust Mortgage skg fund..... | 2,570,000 | 8 | Jan. & July. | New York. | 1883 | 109 | 2d Mortgage " " | 65,000 | 7 | " | " | 1889 | .... |
| Trust Mortgage, skg fund conv. | 150,000 | 8 | " | " | 1883 | .... | Cinc., Rich. & Ft. Wayne (G. R. & L.): | | | | | | |
| Trust Mortgage (Burl. to Peoria) | 653,000 | 7 | April & Oct. | " | 1890 | .... | 1st Mortgage gold, guar..... | 1,800,000 | 7 | June & Dec. | New York. | 1921 | .... |
| Loan of 1872..... | 1,462, | | | | | | | | | | | | |

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|------------|-------|-------------------|---------------|---------|---------|--------------------------------------|------------|-------|-------------------|---------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Cleveland and Pittsburg (Pa. Co.): | | | | | | | Detroit & Bay City (Mich. Cent.): | | | | | | |
| Construction and Equip. bonds. | 600,000 | 7 | Jan. and July | New York. | 1913 | | 1st Mort. (\$424,000 guar.) | 2,380,000 | 8 | May and Nov. | New York. | 1902 | |
| 4th (now 3d) Mortgage guar. | 1,095,000 | 6 | " " " | " " " | 1892 | 108 1/2 | Detroit, Eel River and Illinois: | | | | | | |
| Consol. sinking fund guar. | 1,487,000 | 7 | May & Nov. | " " " | 1906 | 110 1/2 | 1st Mortgage for \$22,000 p.m. | 1,097,000 | 8 | Jan. & July. | New York. | 1891 | |
| Clev., Painesville & Ashtabula: | | | | | | | 2d Mortgage | 600,000 | 7 | May and Nov. | " " " | 1894 | |
| Reg'd't'd b'ds (ass'd by L.S. & M.S.) | 1,000,000 | 7 | Jan. & July. | New York. | 1880 | | Detroit, Hillsdale and Indiana: | | | | | | |
| 3d Mortgage (") | 1,000,000 | 7 | April & Oct. | " " " | 1892 | | 1st Mort. \$16,000 p. m. guar. | 1,170,000 | 8 | June & Dec. | New York. | 1907 | |
| Cleveland and Toledo: | | | | | | | 2d Mortgage, (coupon) "un. | 300,000 | 8 | Jan. & July. | " " " | 1881 | |
| 1st Mort., s.f. (ass'd by L.S. & M.S.) | 1,595,000 | 7 | Jan. & July. | New York. | 1885 | 169 | Detroit, Lansing and Northern: | | | | | | |
| 2d Mortgage (") | 849,000 | 7 | April & Oct. | " " " | 1886 | 118 | 1st Mortgage | 2,285,000 | 7 | Jan. & July. | Boston. | 1907 | 111 1/2 |
| Celebrookdale: | | | | | | | 1st Mort. (Gonia and Lansing) | 770,000 | 8 | " " " | New York. | 1889 | |
| 1st Mort. guar. by Ph. and Rdg. | 584,700 | 6 | June & Dec. | Philadelphia. | 1898 | | 2d Mort. (") | 81,000 | 8 | May & Nov. | " " " | 1889 | |
| Colorado Central (3 ft. gauge): | | | | | | | Detroit & Milwaukee (Gt. W. of Ca.): | | | | | | |
| 1st Mortgage | 225,000 | 8 1/2 | June & Dec. | Boston. | 1890 | | 1st Mortgage, (D. & M.R.R.) | 2,500,000 | 7 | May & Nov. | New York. | 1875 | |
| Columbus, Chicago & Ind. Cent.: | | | | | | | 2d Mortgage | 1,000,000 | 8 | " " " | " " " | 1875 | |
| 1st Mortgage Consol. skg fund. | 10,428,000 | 7 | April & Oct. | New York. | 1908 | 86 | 2d Funded Coup. (D. & M.R.R.) | 625,924 | 7 | Jan. & July. | " " " | 1875 | |
| 2d Mortgage skg fund. | 3,992,000 | 7 | Feb. & Aug. | " " " | 1909 | 82 | 1st Mort. (Det. & Pontiac R.R.) | 375,734 | 7 | May & Nov. | " " " | 1875 | |
| Income convertible | 3,947,000 | 7 | " " " | " " " | 1890 | 43 1/2 | 2d Mort. (") | 150,000 | 7 | April & Oct. | " " " | 1878 | |
| 1st Mort. (Chic. and Gt. Eastern) | 451,000 | 7 | April & Oct. | " " " | 1903-06 | | 2d Mort. (") | 100,000 | 7 | Jan. & July. | " " " | 1878 | |
| 2d Mort. (") | 341,400 | 7 | Jan. & July. | " " " | " " " | | 3d Mort. (") | 250,000 | 8 | Feb. & Aug. | " " " | 1878 | |
| 1st Mort. (Cin. and Chi. Air-L.) | 194,100 | 7 | Feb. & Aug. | " " " | 1890 | | Bonds of Sept. 1, 1866 | 110,000 | 7 | March & Sept. | " " " | 1900 | |
| 1st M., s.f. (") | 23,650 | 7 | May & Nov. | " " " | 1896 | | Bonds of June 30, 1866 | 1,702,317 | 6 1/2 | Jan. & July. | " " " | 1890 | |
| 1st Mort. (Col. and Ind. Cent.) | 2,632,000 | 7 | Jan. & July. | " " " | 1904 | | Detroit, Mon. & Tol. (L.S. & M.S.): | | | | | | |
| 2d Mort. (") | 821,000 | 10 | May & Nov. | " " " | 1904 | | 1st Mortgage Aug. 1, 1886 | 924,000 | 7 | Feb. & Aug. | New York. | 1906 | 112 1/2 |
| 1st M. (Col. & Ind.) 1st & 2d pref. | 309,500 | 7 | Jan. & July. | " " " | 1883 | | Dixon, Peoria and Hannibal: | | | | | | |
| 2d Mortgage (Ind. Central) | 666,500 | 7 | " " " | " " " | 1882 | | 1st Mort. guar. by C. B. and Q. | 545,506 | 8 | Jan. & July. | New York. | 1889 | |
| 1st Mort. (Tol., Logansport & Bur.) | 551,000 | 7 | Feb. & Aug. | " " " | 1884 | | Dubuque and Sioux City: | | | | | | |
| Income (") | 74,024 | 7 | " " " | " " " | " " " | | 1st Mortgage 1st div. | 284,000 | 7 | Jan. & July. | New York. | 1883 | 104 1/2 |
| 1st Mort. (Union & Logansport) | 755,000 | 7 | April & Oct. | " " " | 1905 | | 1st Mortgage 2d division | 586,000 | 7 | " | " | 1894 | |
| Columbus, Springfield and Cin.: | | | | | | | Dubuque Southwestern: | | | | | | |
| 1st M. (assumed by Cin., S. & C.) | 1,000,000 | 7 | March & Sept. | New York. | 1901 | | 1st Mortgage | 480,000 | 7 | April & Oct. | New York. | 1888 | |
| Columbus and Hocking Valley: | | | | | | | 1st Mortgage, preferred | 78,500 | 7 | Jan. & July. | " " " | 1893 | |
| 1st Mortgage skg fund. | 1,500,000 | 7 | April & Oct. | New York. | 1897 | | Dunkirk, Allegheny Val. & Pittab. | | | | | | |
| 1st M. on Branch (& 2d on main) | 300,000 | 7 | Jan. & July. | " " " | 1880 | | 1st Mortgage (gold) | 1,200,000 | 7 1/2 | June & Dec. | New York. | 1900 | |
| General Mortgage | 654,000 | 7 | " " " | " " " | 1892 | | Dutchess and Columbia: | | | | | | |
| Columbus and Xenia: | | | | | | | 1st Mortgage Jan. 1, 1868 | 1,500,000 | 7 | Jan. & July. | New York. | 1908 | |
| 1st Mortgage, guar. by L.M.R.R. | 302,000 | 7 | March & Sept. | New York. | 1890 | | East Alabama and Cincinnati: | | | | | | |
| Connecticut and Passumpsic Riv.: | | | | | | | 1st Mort. endorsed by Alabama. | 400,000 | 8 | Jan. & July. | " " " | 1890 | |
| New Mortgage for \$1,500,000 | 1,263,500 | 7 | April & Oct. | Boston. | 1893 | 110 | East Brandywine & Waynesboro: | | | | | | |
| Coupon Notes | 123,000 | 7 | June & Dec. | " " " | 1881 | | 1st Mortgage guar. by Pa. R.R. | 140,000 | 7 | Jan. & July. | Philadelphia. | 1885 | |
| 1st Mort. (Massawippi) guar. gold | 400,000 | 6 1/2 | Jan. & July. | " " " | 1889 | | East Pennsylvania (Ph. & Rdg.): | | | | | | |
| Connecticut River: | | | | | | | 1st Mortgage, guaranteed | 495,900 | 7 | March & Sept. | Philadelphia. | 1885 | 104 1/2 |
| 1st Mortgage skg fund. | | 6 | March & Sept. | Boston. | 1878 | | East Tennessee, Virginia & Ga.: | | | | | | |
| Connecticut Valley: | | | | | | | 1st Mort., skg fund for \$3,500,000 | 2,999,000 | 7 | Jan. & July. | New York. | 1900 | 104 1/2 |
| 1st Mortgage | 1,000,000 | 7 | Jan. & July. | New York. | 1901 | | 2d Mortgage | 190,000 | 4 | " " " | " " " | '82-'87 | |
| Connecticut Western: | | | | | | | Endorsed Bonds (East T. & Va.) | 147,000 | 6 | May & Nov. | " " " | 1886 | |
| 1st Mortgage tax free | 3,000,000 | 7 | Jan. & July. | N. Y. & Bos. | 1900 | | Endorsed Bonds (East T. & Ga.) | 92,000 | 6 | Jan. and July. | " " " | 1886 | |
| Connecting (Philadelphia): | | | | | | | Company Bonds (E.T. & Ga. old) | 635,000 | 6 | " " " | " " " | '80-'86 | |
| 1st Mort. A.B.D. & E. \$200,000 each | 991,000 | 6 | March & Sept. | Philadelphia. | 1,2,3,4 | 109 1/2 | Company Bonds (" new) | 135,400 | 6 | " " " | " " " | 1876 | |
| Cooperstown and Susq. Valley: | | | | | | | Eastern (Mass.): | | | | | | |
| 1st Mortgage | 100,000 | 7 | March & Sept. | New York. | 1889 | | 1st Mort. (Essex R.R.) assumed. | 194,400 | 6 | March & Sept. | Boston. | 1886 | |
| Cowanesque Valley: | | | | | | | Loan of 1867 | | 7 | " " " | " " " | 1887 | |
| 1st Mortgage, gold | 95,000 | 7 | Jan. & July. | New York. | 1902 | | Loan of 1868 | | 6 | " " " | " " " | '88-'89 | |
| 2d Mortgage | 100,000 | 7 | May & Nov. | " " " | 1882 | | Loan of 1869 | | 6 | May & Nov. | " " " | 1889 | |
| Cumberl'd & Penn. (Consol. Coal): | | | | | | | Ten year coupon notes | | 7 | " " " | " " " | 1892 | |
| 2d Mortgage, sinking fund | 803,500 | 6 | March & Sept. | New York. | 1891 | | Ten year coupon notes | | 7 | " " " | " " " | '83-'84 | |
| Cumberland Valley: | | | | | | | Sinking Fund Bonds | | 7 | May & Nov. | " " " | 1884 | |
| 1st Mortgage | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | | Sterling Sink. Fd. Bonds | 3,149,500 | 6 1/2 | March & Sept. | London. | 1893 | |
| 2d Mortgage | 109,500 | 8 | " " " | " " " | 1908 | | Certif. of Indebt. Sept. 1, 1876 | 13,351,500 | 4 1/2 | " | Boston. | 1906 | |
| Plain bonds | 81,800 | 6 | " " " | " " " | 1884 | | Eastern Shore (Md.): | | | | | | |
| Danbury and Norwalk. | | | | | | | 1st Mortgage | 400,000 | 6 | Jan. & July. | Philadelphia. | 1880 | |
| Mortgage Bonds of 1860 | 100,000 | 7 | Jan. & July. | New York. | 1880 | | 2d Mortgage | 200,000 | 6 | April & Oct. | " " " | 1886 | |
| Mortgage Bonds of 1870 | 200,000 | 7 | " " " | " " " | 1890 | | Elizabethtown and Paducah: | | | | | | |
| Mortgage Bonds of 1872 | 200,000 | 7 | " " " | " " " | 1892 | | 1st Mortgage, convertible | 3,000,000 | 8 | March & Sept. | New York. | 1890 | |
| Danv., Hazlet & Wilkesbarre: | | | | | | | Elmira and Williamsport (N. Cen.): | | | | | | |
| 1st Mortgage | 1,400,000 | 7 | April & Oct. | Philadelphia. | 1887 | | 1st Mortgage guaranteed | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 104 1/2 |
| 2d Mortgage | 300,000 | 7 | " " " | " " " | 1885 | | Income Mortgage guaranteed | 570,000 | 5 | April & Oct. | " " " | 2862 | |
| Danv., Urb., Bloom'gton & Pekin: | | | | | | | Erie Railway: | | | | | | |
| Davenport and S. Paul: | | | | | | | 1st Mortgage, extended | 2,482,000 | 7 | May & Nov. | New York. | 1897 | 104 1/2 |
| 1st Mort. gold skg fd \$20,000 p.m. | 3,000,000 | 7 1/2 | April & Oct. | New York. | 1911 | | 2d Mortgage | 2,174,000 | 6 1/2 | March & Sept. | " " " | 1919 | |
| Dayton and Michigan (O.H. & D.): | | | | | | | 3d Mortgage | 4,862,000 | 7 | " " " | " " " | 1883 | |
| 1st Mortgage sinking fund guar. | 1,844,000 | 7 | Jan. & July. | New York. | 1881 | | 4th Mortgage convertible | 2,387,000 | 7 | April & Oct. | " " " | 1880 | |
| 2d Mortgage, guar. | 428,000 | 7 | March & Sept. | " " " | 1884 | | 5th Mortgage convertible | 709,500 | 7 | June and Dec. | " " " | 1888 | |
| 3d Mortgage, guar. | 351,000 | 7 | April & Oct. | " " " | 1883 | | Buffalo Branch, 1st mortgage | 182,900 | 7 | Jan. & July. | " " " | 1891 | |
| Toledo Depot bonds guar. | 105,500 | 7 | March & Sept. | " " " | '96-'94 | | Long Dock Mortgage | 3,000,000 | 7 | June and Dec. | " " " | 1893 | |
| Dayton and Union: | | | | | | | 1st Consol Mortgage gold | 16,666,000 | 7 1/2 | March & Sept. | NY & London. | 1920 | |
| 1st Mortgage, registered | 140,000 | 7 | March & Sept. | New York. | 1879 | | 1st Consol. Mort. Coup. Bonds | 3,688,000 | 7 1/2 | " | " | 1920 | |
| 2d Mortgage | 135,000 | 7 | June & Dec. | " " " | 1879 | | Erie and Pittsburg (Penn.): | | | | | | |
| Income Bonds | 252,445 | 6 | " " " | " " " | 1879 | | 1st Mortgage | 292,200 | 7 | Jan. & July. | New York. | 1882 | |
| Dayton and Western (L. M. R.R.): | | | | | | | 2d Mortgage | 92,800 | 7 | April & Oct. | " " " | 1890 | |
| 1st Mortgage (assumed) | 142,000 | 7 | March & Sept. | New York. | 1881 | | Consolidated Mortgage | 2,192,000 | 7 | Jan. & July. | " " " | 1890 | |
| 1st Mortgage (") | 495,000 | 6 1/2 | Jan. & July. | " " " | 1906 | | Equipment Mortgage | 750,000 | 7 | April & Oct. | " " " | 1890 | |
| Decatur, Sullivan and Mattoon: | | | | | | | European & N. American (M.S.): | | | | | | |
| 1st Mortgage | 500,000 | 8 | March & Sept. | New York. | 1901 | | Bangor City Bonds (1st m. 55 m.) | 1,000,000 | 6 | Jan. & July. | Boston. | 1894 | |
| Delaware and Bound Brook: | | | | | | | 1st L.M. (& 1st on 55, & 2d on 55m) | 2,000,000 | 6 1/2 | March & Sept. | New York. | 1899 | |
| 1st mortgage | 1,500,000 | 7 | Feb. & Aug. | Philadelphia. | 1905 | 110 1/2 | Evansville and Crawfordsville: | | | | | | |
| Delaware (P. W. and Balt.): | | | | | | | 1st Mortgage (51 miles) gold | 302,000 | 7 | Jan. & July. | New York. | 1887 | |
| 1st Mortgage, guar. | 650,000 | 6 | Jan. & July. | Philadelphia. | 1895 | 107 | 1st Mortgage (100 m. ") | 636,000 | 7 | May & Nov. | " " " | 1887 | |
| 1st Mortgage extension | 100,000 | 6 | " " " | " " " | 1880 | | 1st Mort. (Rockville Extension). | 147,000 | 7 | Feb. & Aug. | " " " | 1880 | |
| Delaware, Lackawann. & Western: | | | | | | | Evansville, Terre Haute & Chi. | | | | | | |
| 1st Mortgage | 1,633,000 | 7 | March & Sept. | New York. | 1881 | 104 | 1st Mortgage, gold | 775,000 | 7 1/2 | May & Nov. | New York. | 1900 | |
| Convertible Bonds | 600,000 | 7 | June & Dec. | " " " | 1892 | | 2d Mortgage gold | 825,000 | 7 1/2 | Jan. & July. | " " " | 1903 | |
| Consol. Mortgage Bonds | 3,667,000 | 7 | March & Sept. | " " " | 1207 | 115 | Fall River, Warren & Prov. (B.&P.): | | | | | | |
| 2d Mort. (Lack. & Bloomsburg) | 216,200 | 7 | Apr. and Oct. | " " " | 1880 | | 1st Mortgage | 200,000 | 7 | Jan. & July. | Providence. | 1882 | |
| 1st M. Ext. (") | 370,900 | 7 | March & Sept. | " " " | 1885 | | Fitchburg: | | | | | | |
| Denver & Boulder Val. (Den. Pac): | | | | | | | Bonds of 1874 | 500,000 | 7 | April & Oct. | Boston. | 1904 | |
| 1st Mortgage | 550,000 | 7 1/2 | May & Nov. | Kansas City. | 1900 | | Bonds of 1877 | 500,000 | 6 | " | " | 1877 | |
| Denver Pacific: | | | | | | | Flint and Pere Marquette: | | | | | | |
| 1st Mortgage gold, land grant | 2,493,000 | 7 1/2 | May & Nov. | New York. | 1890 | | 1st Mort. Land Gr. (3d series) | 2,710,000 | 8 | March & Sept. | New York. | 1888 | |
| Denver & Rio Grande (3 ft. gauge): | | | | | | | Flint & Holly B. F. (\$25,000 p.y.) | 425,000 | 10 | May & Nov. | " " " | 1883 | |
| 1st Mort. gold, skg fund tax free | 3,024,500 | 7 1/2 | May & Nov. | N.Y.L. & Ama. | 1900 | 102 1/2 | 1st Mort. (Bay City & L. Sag. guar. | 100,000 | 10 | Jan. & July. | Newark. | 1882 | |
| Des Moines and Ft. Dodge: | | | | | | | Bay County Bonds (guar.) | 75,000 | 10 | March & Sept. | New York. | 1887 | |
| 1st Mortgage (coupon) | 2,400,000 | 6 | Jan. & July. | New York. | 1904 | | 1st Mort. skg fd. (H. & Mon.) | 1,900,000 | 8 | Jan. & July. | " " " | 1901 | |
| | | | | | | | Consolidated Sinking Fund | 1,771,000 | 8 | May & Nov. | " " " | 1897 | |
| | | | | | | | Construction Loan | 250,400 | 8 | Jan. & July. | " " " | 1898 | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|------------|-------|-------------------|----------------|--------|--------|---|-----------|-------|-------------------|---------------|-------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Florida | | | | | | | Huntingdon and Broad Top Mt.: | | | | | | |
| 1st Mortgage conv. gold..... | 2,300,000 | 7* | Jan. & July. | N. Y. & Lond. | 1889 | .... | 1st Mortgage gold..... | 416,000 | 7* | April & Oct. | Philadelphia | 1890 | 117 |
| Flushing, North Shore and Cent.: | | | | | | | 2d Mortgage..... | 287,500 | 7* | Feb. & Aug. | " | 1895 | 109 |
| 1st Mort. (Flush'g and N. Side.) | 800,000 | 7 | May & Nov. | New York. | 1889 | .... | Consolidated Mortgage..... | 1,383,000 | 7 | April & Oct. | " | 1895 | 71 |
| 2d Mort. (") | 400,000 | 7 | " | " | 1900 | .... | Illinois Central: | | | | | | |
| 1st Mort. (Central of L. I.)..... | 1,000,000 | 7 | Mar. & Sept. | " | 1902 | .... | Redemption bonds, currency.... | 2,500,000 | 6 | April & Oct. | New York. | 1890 | ... |
| 1st Mort. (Cent. R. K. Exten.)... | 200,000 | 7 | May and Nov. | " | 1903 | .... | Sterling Bonds, \$500,000.... | 2,500,000 | 6* | " | London. | 1895 | ... |
| 1st Mort. (North Shore)..... | 149,000 | 7 | Feb. & Aug. | " | 1885 | .... | Sterling Bonds, Sinking Fund.... | 4,398,000 | 5* | " | " | 1903 | ... |
| 1st Mort. (Whitestone & W.)... | 93,000 | 7 | Jan. & July. | " | 1893 | .... | Sterling Bonds, \$200,000.... | 1,000,000 | 5* | June & Dec. | " | 1905 | ... |
| 1st Mort. (N. Y. & Flushing)... | 25,000 | 7 | Mar. & Sept. | " | 1880 | .... | Illinois Grand Trunk (C. B. & Q.): | | | | | | |
| Fonda, Johnston & Gloversville: | | | | | | | 1st Mortgage, guaranteed..... | 900,500 | 8 | April & Oct. | Boston. | 1890 | ... |
| 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1890 | .... | Indiana and Illinois Central: | | | | | | |
| Fort Wayne, Jackson & Saginaw: | | | | | | | 1st Mortgage gold..... | 3,500,000 | 7* | Jan. & July. | New York. | 1901 | ... |
| 1st Mortgage, traffic guarantee.... | 1,500,000 | 8 | Jan. & July. | New York. | 1889 | .... | Indiana North and South: | | | | | | |
| 2d Mortgage (Equipment)..... | 500,000 | 8 | April & Oct. | " | 1881 | .... | 1st Mort. (Nor. Div.) \$22,000 p.m. | 1,700,000 | 7* | March & Sept. | New York. | 1903 | ... |
| Fort Wayne, Muncie & Cin.: | | | | | | | Indianapolis, Blooming. & West.: | | | | | | |
| 1st Mortgage..... | 1,800,000 | 7* | April & Oct. | Boston. | 1899 | .... | 1st Mortgage gold..... | 5,000,000 | 7* | April & Oct. | New York. | 1909 | ... |
| 2d Mortgage..... | 500,000 | 8 | " | " | 1896 | .... | 1st Mortgage Extension gold.... | 5,500,000 | 7* | Jan. & July. | " | 1912 | ... |
| Frammingham and Lowell: | | | | | | | 2d Mortgage..... | 1,500,000 | 8 | " | " | 1890 | ... |
| 1st Mortgage..... | 500,000 | 7 | April & Oct. | Boston. | 1890 | 75 | Indianapolis and Madison: | | | | | | |
| 2d Mortgage..... | 100,000 | 8 | " | " | 1883 | .... | 1st Mort. assumed by J. M. & L. | 397,000 | 7 | May & Nov. | New York. | 1881 | ... |
| Frederick and Pennsylvania Line: | | | | | | | Indianapolis & Vincennes: | | | | | | |
| 1st Mortgage gold..... | 150,000 | 6* | April & Oct. | Baltimore. | 1901 | .... | 1st Mortgage guar. by Pa. R. R. | 1,700,000 | 7 | Feb. & Aug. | New York. | 1908 | ... |
| Fremont, Elkhorn & Mo. (S.C. & P.): | | | | | | | 2d Mortgage guar. by Pa. R. R. | 1,450,000 | 6 | May & Nov. | " | 1900 | ... |
| 1st Mortgage..... | 690,000 | 7 | April & Oct. | " | 1901 | .... | International and Gt. Northern: | | | | | | |
| Galena & Chic. Union (C. & N. W.): | | | | | | | 1st Mortgage s.f. (Intern. R. R.) | 3,040,000 | 7* | April & Oct. | New York. | 1911 | ... |
| 1st Mortgage..... | 1,692,000 | 7 | Feb. & Aug. | New York. | 1882 | 104 | Convertible B'ds (") | 1,473,000 | 8 | Feb. & Aug. | " | 1892 | ... |
| Galv., Harrisburg & San Antonio. | | | | | | | 1st Mortgage (Hous. & Gt. N. R.R.) | 4,211,000 | 7* | Jan. & July. | " | 1900 | ... |
| 1st Mortgage..... | 1,700,000 | 6* | Feb. & Aug. | Lond. or Bost. | 1910 | .... | Convert. B'ds (") | 1,677,000 | 8 | Feb. & Aug. | " | 1892 | ... |
| Galveston, Houston & Henderson: | | | | | | | Indianapolis, Cin. and Lafayette: | | | | | | |
| 1st Mortgage..... | 1,493,000 | 7* | Jan. & July. | New York. | 1890 | 85 | 1st Mortgage of 1867..... | 2,800,000 | 7 | Feb. & Aug. | New York. | 1897 | ... |
| Geneva, Ithaca and Athens: | | | | | | | 1st Mortgage of 1869..... | 2,000,000 | 7 | June & Dec. | " | 1899 | ... |
| 1st Mortgage, skg. fd., guar. | 600,000 | 7* | Jan. and July. | New York. | 1890 | .... | Funded Interest Bonds, coupon. | 469,100 | 7 | March & Sept. | " | 78-83 | ... |
| Georgia (and Banking): | | | | | | | Equipment Bonds, registered.... | 376,000 | 10 | " | " | 1883 | 62 |
| Company bonds (debentures)... | 530,000 | 7 | Jan. & July. | Augusta | 75-90 | .... | 1st Mort. (Ind'polis & Cin.) 1888. | 1,600,000 | 7 | April & Oct. | " | 1888 | ... |
| Ullman, Clinton & Springfield: | | | | | | | 1st Mort. (Cin. & Indiana)..... | 499,000 | 7 | June & Dec. | " | 1892 | ... |
| 1st Mortgage gold..... | 2,000,000 | 7* | March & Sept. | N. Y. & Lond. | 1900 | .... | 2d Mort. (") guar. | 1,497,000 | 7 | Jan. & July. | " | 77-82 | ... |
| 2d Mortgage gold..... | 1,000,000 | 8* | Jan. & July. | " | 1892 | .... | Indianapolis and St. Louis: | | | | | | |
| Goshen and Deckertown (Erie): | | | | | | | 1st Mortgage..... | 2,000,000 | 7 | Jan. & July. | New York. | 1919 | ... |
| 1st Mortgage..... | 246,500 | 7 | Jan. & July. | New York. | 1888 | .... | 1st Mortgage..... | 2,000,000 | 7 | March & Sept. | " | 1919 | ... |
| Grand Rapids & Indiana: | | | | | | | 1st Mortgage..... | 1,000,000 | 7 | April & Oct. | " | 1900 | ... |
| 1st Mortgage L. G. guar. gold.... | 4,000,000 | 7* | Jan. & July. | New York. | 1899 | .... | Equipment Mortgage..... | 378,000 | 10 | Jan. & July. | " | 1881 | ... |
| 1st Mort. L. G. not guar. gold.... | 3,224,000 | 7* | April & Oct. | " | 1899 | .... | Ionia and L. & N. L. & L. M.): | | | | | | |
| Grand River Valley (Mich. C.): | | | | | | | 1st Mortgage..... | 770,000 | 8 | Jan. & July. | New York. | 1890 | ... |
| 1st Mort., assumed by Lessees.... | 1,000,000 | 8 | Jan. & July. | New York. | 1886 | 106 | 2d Mortgage..... | 81,000 | 8 | May & Nov. | " | 1886 | ... |
| 2d Mortgage, guar. by Lessees.... | 500,000 | 8 | March & Sept. | " | 1879 | .... | Iowa Falls and Sioux City: | | | | | | |
| Grand Trunk (Can.): | | | | | | | 1st Mortgage..... | 2,900,000 | 7 | April & Oct. | New York. | 1917 | 106 |
| Equipment Bonds \$500,000.... | 2,500,000 | 6* | April & Oct. | London. | 1877 | .... | Iowa Midland (C. & N. W.): | | | | | | |
| Equip'm't Bonds No. 2 \$500,000 | 2,500,000 | 6* | Jan. & July. | " | 1920 | .... | 1st Mort., \$18,000 p.m. guar.... | 1,350,000 | 8 | April & Oct. | New York. | 1900 | 120 |
| Postal & Military b'ds \$1,200,000 | 6,000,000 | 6* | Feb. & Aug. | " | Perp. | .... | Irton (Penn.): | | | | | | |
| 1st Preference Bonds \$3,218,149 | 16,090,745 | 5* | Jan. & July. | " | Irred. | .... | 1st Mortgage..... | 100,000 | 7 | May & Nov. | Philadelphia. | 1875 | ... |
| 2d Preference Bonds \$2,827,808 | 11,639,040 | 4* | " | " | " | .... | Ithaca and Athens (Penn.): | | | | | | |
| 3d Preference Bonds \$7,163,910 | 35,519,550 | 4* | " | " | " | .... | 1st Mortgage gold, skg fund.... | 600,000 | 7* | Jan. & July. | New York. | 1890 | ... |
| Provincial Debenture's \$3,111,600 | 15,567,500 | .... |  | Ottawa. | .... | .... | Jackson, Lansing & Saginaw (MO): | | | | | | |
| Great Western of Canada: | | | | | | | 1st Mortgage guar. | 1,277,000 | 8 | Jan. & July. | New York. | 1885 | 10 |
| Mortgage Bonds \$127,000..... | 635,000 | 6 | Jan. & July. | London. | 1876 | .... | 1st Mort. (Northern Extn.) guar. | 237,000 | 8 | May & Nov. | " | 1890 | 107 |
| Mortgage Bonds \$547,000..... | 2,748,000 | 5 | April & Oct. | " | 77-78 | .... | Consolidated Mortgage (236 m.) | 2,010,000 | 8 | March & Sept. | " | 1891 | 156 |
| New Bonds \$1,000,000..... | 5,000,000 | 6 | June & Dec. | " | 1890 | .... | Jacksonville, North West & S. East: | | | | | | |
| Debenture Bonds \$1,743,160.... | 8,715,900 | 5 | Jan. & July. | " | Perp. | .... | 1st Mortgage..... | 610,000 | 7* | Jan. & July. | New York. | 1902 | ... |
| Great Western Railway of 1859: | | | | | | | Jacksonville, Pensac. and Mobile: | | | | | | |
| 1st Mort., ass'd by T. W. & W. | 2,500,000 | 7 | Feb. & Aug. | New York. | 1888 | 107 | 1st Mortgage..... | 472,000 | 7 | Jan. & July. | New York. | 1880 | ... |
| 2d Mort., " " " " " " | 2,500,000 | 7 | May & Nov. | " | 1893 | 104 | 2d Mortgage..... | 3,000,000 | 8 | " | " | 1899 | ... |
| Green Bay and Minnesota: | | | | | | | Jameson & Frank (L.S. & M. So.): | | | | | | |
| 1st Mortgage..... | 3,200,000 | 7* | Feb. & Aug. | " | 1900 | .... | 1st Mortgage guaranteed..... | 433,000 | 7 | Jan. & July. | New York. | 1897 | ... |
| Greenville and Columbia: | | | | | | | 2d Mortgage guaranteed..... | 500,000 | 7 | June & Dec. | " | 1894 | ... |
| 1st Mortgage guar. by S. Car..... | 1,426,546 | 7 | Jan. & July. | Columbia. | 78-86 | .... | Jefferson (Erie): | | | | | | |
| 2d Mortgage not guaranteed.... | 376,766 | 7 | " | " | 78-86 | .... | 1st Mort. (Hawley Section).... | 204,000 | 7 | Jan. & July. | New York. | 1887 | ... |
| Greenwich and Johnsonville: | | | | | | | 2d Mort. (") | 84,000 | 7 | " | " | 1889 | ... |
| 1st Mortgage..... | 185,000 | 7 | May & Nov. | New York. | 1889 | .... | 1st Mort. (Carbondale Section)... | 2,000,000 | 7 | " | " | 1899 | ... |
| Gulf, Western Texas and Pacific: | | | | | | | Jeffersonville, Madison & Indian: | | | | | | |
| 1st Mortgage (Construction).... | 1,386,000 | 7* | Jan. & July. | " | 1902 | .... | 1st Mortgage consol..... | 2,474,000 | 7 | April & Oct. | New York. | 1906 | ... |
| Hannibal and Naples (T. W. & W.): | | | | | | | 2d Mortgage consol..... | 2,000,000 | 7 | Jan. & July. | " | 1910 | ... |
| 1st Mortgage..... | 675,000 | 7 | May & Nov. | New York. | 1898 | .... | 1st Mortgage (Ind. & Mad.) guar. | 397,000 | 7 | May & Nov. | " | 1881 | ... |
| 2d Mortgage..... | 225,000 | 7 | Jan. & July. | " | 1890 | .... | Jersey City and Albany: | | | | | | |
| Hannibal & Cent. Mo. (T. W. & W.): | | | | | | | 1st Mortgage..... | 250,000 | 7* | Jan. & July. | New York. | 1913 | ... |
| 1st Mortgage, tax free..... | 1,000,000 | 7 | May & Nov. | New York. | 1890 | 106 | 1st Mortgage (Ridgely Park)... | 300,000 | 7 | May & Nov. | " | 1912 | ... |
| 2d Mortgage..... | 250,000 | 7 | " | " | 1892 | .... | Joliet and Chicago (C. & Alton): | | | | | | |
| Hannibal and St. Joseph: | | | | | | | 1st Mortgage skg fund guar.... | 336,000 | 8 | Jan. & July. | New York. | 1882 | ... |
| Missouri State Loan..... | 1,500,000 | 6 | Jan. & July. | New York. | 78-94 | .... | Junction, Philadelphia: | | | | | | |
| Missouri State Loan..... | 1,500,000 | 6 | " | " | 78-88 | .... | 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1882 | ... |
| Fifteen years' bonds (277 m.)... | 4,000,000 | 8 | March & Sept. | " | 1885 | 107 | 2d Mortgage not guaranteed.... | 300,000 | 6 | April & Oct. | " | 1900 | ... |
| 1st Mort. (Q. & Palm R.R. 15 m.) | 500,000 | 8 | Feb. & Aug. | " | 1892 | .... | Junction and Breakwater: | | | | | | |
| 1st Mort. (Conn. 96.04 m.) skg f.d. | 1,200,000 | 10 | Jan. & July. | " | 1886 | .... | 1st Mort. guar. by Delaware.... | 352,000 | 6 | Jan. & July. | New York. | 1890 | ... |
| General Land Mortgage (277 m.) | 531,000 | 7 | " | " | 1888 | .... | Kalamazoo, Allegan & Gr. Rapids: | | | | | | |
| Harlem Extension: | | | | | | | 1st Mort. assumed by L.S. & M. So. | 840,000 | 8 | Jan. & July. | New York. | 1888 | 110 |
| 1st Mortgage..... | 4,000,000 | 7 | Jan. & July. | New York. | 1890 | ... | Kalamazoo and Schoolcraft: | | | | | | |
| Harrisburg & Lancaster: | | | | | | | | | | | | | |

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|--------------|-------|-------------------|-----------------|---------|--------|--|-----------|-------|-------------------|----------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Kansas Pacific: | | | | | | | Louisville, Cin. and Lexington: | | | | | | |
| 1st Mort. (1st Div. 140 m.) gold. | \$ 2,240,000 | 6 | Feb. & Aug. | N. Y. & St. Lo. | 1896 | 119 | Louisville Loan to L. & F. R. R. | 100,000 | 6 | Jan. & July. | New York. | 1881 | .... |
| 1st Mort. (2d Div. 253.94 m.) gold | 4,063,000 | 6 | June & Dec. | " | 1896 | 116 | 1st Mort. (L. Cin. & Lex. R.R.) | 3,000,000 | 7 | " | " | 1897 | .... |
| 1st M. (3d Div. 244.66m. & 3,060,000m.) | 6,411,000 | 7 | May & Nov. | N. Y. L. & F. | 1899 | 108 | New Mort. (L. Cin. & L. R.W.) | 275,300 | 7 | April & Oct. | " | 1907 | .... |
| 1st Mort. (1,000,000 acres) gold. | 1,000,000 | 7 | March & Sept. | N. Y. & St. Lo. | '71-'76 | 117 | Louisville and Nashville: | | | | | | |
| 1st Mort. (2,000,000 acres) gold. | 1,722,250 | 7 | Jan. & July. | N. Y. L. & F. | 1880 | 110 | Ten Year Mortgage Gold Bonds | 2,000,000 | 7 | May & Nov. | New York. | 1883 | 105 |
| 2d Mort. (") gold. | 1,500,000 | 7 | March & Sept. | " | 1896 | 107 | Mort. main office lot & building. | 60,000 | 7 | " | Louisville. | 1883 | .... |
| 1st Mort. (Leavenworth Branch) | 600,000 | 7 | May & Nov. | N. Y. & St. Lo. | 1896 | 100 | 1st Mort. (Leb. Br. Ext. 73.2m.) | 88,000 | 7 | " | " | '90-'95 | .... |
| 2d Mortgage (Gov't Subsidy) | 6,303,000 | 6 | Jan. & July. | U. S. Treas. | '95-'97 | 71 | 1st Mort. (Memphis and Ohio) | 3,500,000 | 7 | June & Dec. | New York. | 1901 | .... |
| 3d Mortgage (Income) | 4,275,350 | 7 | March & Sept. | N. Y. L. & F. | 1916 | 71 | 1st Mort. (Memph. & Clarksv. Br.) | 2,270,770 | 6 | Feb. & Aug. | " | 1902 | .... |
| Kent County (Del.) | | | | | | | 1st Mort. (Cecilian Branch) | 1,000,000 | 7 | Mar. & Sept. | " | '90-'97 | .... |
| 1st Mortgage for \$600,000 | 400,000 | 6 | Jan. & July. | Philadelphia. | 1880 | .... | Consol. M. for \$3,000,000 (392 m.) | 7,070,000 | 7 | April & Oct. | " | 1898 | 120 |
| Kentucky Central: | | | | | | | Louisville Loan | 850,000 | 6 | " | " | '86-'87 | .... |
| 2d Mort. (Covington & Lexington) | 844,000 | 7 | March & Sept. | New York. | 1883 | .... | Louisville Loan (Lebanon Br.) | 225,000 | 6 | May & Nov. | " | 1886 | .... |
| 3d Mortgage | 237,000 | 7 | June & Dec. | " | 1885 | .... | Louisville Loan (Leb. Br. Exten.) | 333,000 | 6 | April & Oct. | Louisville. | 1893 | 90 |
| Keokuk and Des Moines: | | | | | | | Louisville, N. Al. & St. Lo. Air-Line: | | | | | | |
| 1st Mortgage | 1,947,000 | 7 | April & Oct. | New York. | 1904 | 58 | 1st Mortgage gold, \$25,000 p. m. | 2,875,000 | 7 | Jan. & July. | New York. | 1892 | .... |
| Funded Interest | 254,300 | 8 | " | " | 1884 | .... | Macon and Augusta: | | | | | | |
| Keokuk and St. Paul (C.B. & Q.) | | | | | | | 1st Mortgage end by Ga. R. R. | 300,000 | 7 | Jan. & July. | New York. | 1897 | .... |
| 1st Mortgage traffic guar. | 317,000 | 8 | April & Oct. | Boston. | 1879 | 100 | 1st Mortgage not endorsed. | 100,000 | 7 | " | " | 1887 | .... |
| La Crosse, Trempealeau & Prescott: | | | | | | | Construct. Mort. end by Ga. R.R. | 370,000 | 7 | " | " | 1879 | .... |
| 1st Mort. assumed by C. & N.W. | 1,000,000 | 10 | April & Oct. | New York. | 1878 | .... | Macon and Brunswick. | | | | | | |
| Laf. Blooming. & Miss. (T.W. & W.) | 1,300,000 | 7 | Feb. & Aug. | New York. | 1891 | 95 | 1st Mort. endorsed by Ga. | 1,900,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| 1st Mortgage gold guar. | 1,500,000 | 7 | Feb. & Aug. | New York. | 1901 | 93 | 1st Mort. " " | 600,000 | 7 | May & Nov. | " | 1900 | .... |
| Lake Erie and Louisville: | | | | | | | 2d Mortgage | 1,000,000 | 7 | April & Oct. | " | 1880 | .... |
| 1st Mortgage | 1,092,000 | 7 | April & Oct. | New York. | 1892 | .... | Equipment Mortgage | 150,000 | 7 | " | " | 1879 | .... |
| 2d Mortgage | 590,000 | 7 | Jan. & July. | " | 1903 | .... | Madison and Portage: | | | | | | |
| Lake Ontario Shore: | | | | | | | 1st Mort. guar. by Chl. and Sup. | 600,000 | 7 | April & Oct. | New York. | 1890 | .... |
| 1st Mortgage (\$20,000 pr. m.) | 1,438,200 | 7 | Jan. & July. | New York. | 1897 | .... | Mehoning Coal: | | | | | | |
| Lake Shore & Michigan South'n. | | | | | | | 1st Mortgage | 1,480,000 | 7 | Jan. & July. | New York. | 1902 | .... |
| Sinking Fund Mortgage | | | | | | | Maine Central: | | | | | | |
| Consol. Mort., S.F. Regist'd. | 7,925,000 | 7 | Jan. & July. | " | 1900 | 122 | Consolidated Mortgage | 2,796,500 | 7 | April & Oct. | Boston. | 1912 | 102 |
| Consol. Mort., S.F. Coupon. | 9,205,000 | 7 | Jan. & July. | " | 1900 | 122 | \$1,100,000 Loan, tax free. | 756,500 | 6 | Jan. & July. | " | 1898 | 91 |
| 2d Consol. Mort. for \$25,000,000. | 3,234,000 | 7 | June & Dec. | " | 1903 | 117 | Extension (gold) Loan. | 496,500 | 6 | April & Oct. | " | 1900 | .... |
| Bonds of 1892 (Reg. & Coupon) | 1,393,000 | 7 | April & Oct. | " | 1882 | 119 | 1st Mort. (Belfast & Moosehead) | 150,000 | 3 | May & Nov. | Belfast & Bos. | 1890 | .... |
| Lake Shore Dividend Bonds. | 1,000,000 | 7 | " | " | 1899 | 119 | \$1,100,000 (A. & Ken.) Loan. | 1,100,000 | 6 | Jan. and July. | Boston. | '90-'91 | 93 |
| Reg. Mort. (Clev., Paim. & Ash.) | 1,000,000 | 7 | Jan. & July. | " | 1880 | .... | 1st Mortgage (Portland & Ken.) | 217,300 | 8 | April & Oct. | Augusta. | 1885 | 94 |
| 3d Mort. (") | 1,000,000 | 7 | April & Oct. | " | 1892 | .... | Consol. (Port. & Kennebec) Loan | 1,166,700 | 6 | " | Boston. | 1895 | 94 |
| 1st Mort. (Mich. S. & Nor. Ind.) | 5,256,000 | 7 | May & Nov. | " | 1885 | .... | 2d Mort. (Bosmetest & Kennebec) | 220,000 | 6 | June & Dec. | " | 1876 | .... |
| 2d Mort. (") | 1,595,000 | 7 | Jan. & July. | " | 1885 | .... | 1st Mort. (Leeds & Farnington) | 638,000 | 6 | Jan. & July. | " | 1901 | .... |
| 2d Mort. (") | 819,000 | 7 | April & Oct. | " | 1886 | .... | Bath (Androscoquin) Loan. | 425,000 | 6 | " | " | 1891 | .... |
| Mort. Bonds (Buffalo and Erie) | 200,000 | 7 | Jan. & July. | " | 1882 | .... | Mansfield & Framing. (B.C. & F.) | | | | | | |
| Mort. Bonds (") | 300,000 | 7 | March & Sept. | " | 1886 | .... | 1st Mortgage guaranteed. | 300,000 | 7 | Jan. & July. | Boston. | 1880 | 95 |
| Mort. Bonds (") | 2,844,000 | 7 | April & Oct. | " | 1898 | .... | Marietta and Cincinnati: | | | | | | |
| 1st M. (Detrit, Monroe & Toledo) | 924,000 | 7 | Feb. & Aug. | " | 1906 | .... | 1st Mortgage, Sterling | 1,050,000 | 7 | Feb. & Aug. | London. | 1891 | .... |
| 1st M. (Kalam. & White Pigeon) | 400,000 | 7 | Jan. & July. | " | 1890 | .... | 2d Mortgage Dollar. | 2,450,000 | 7 | " | Baltimore. | 1891 | 109 |
| 1st M. (School. & Three Rivers) | 100,000 | 8 | " | " | 1887 | .... | 1st Mortgage Dollar. | 2,500,000 | 7 | May & Nov. | " | 1896 | 8 |
| 1st M. (Kalamaz. & Schoolcraft) | 100,000 | 8 | " | " | 1887 | .... | 3d Mortgage Dollar | 3,800,000 | 8 | Jan. & July. | " | 1900 | 50 |
| 1st M. (Kal. Allegan & Gr. Rap.) | 840,000 | 8 | " | " | 1888 | .... | 4th Mortgage | 4,000,000 | 8 | April & Oct. | " | 1906 | .... |
| 1st M. (Jamestown & Franklin) | 422,000 | 7 | " | " | var | .... | 1st Mort. (Scioto & Hock. Val.) | 300,000 | 7 | May & Nov. | " | 1888 | .... |
| 2d M. (") | 500,000 | 7 | June & Dec. | " | 1894 | .... | Marietta, Pittsburg & Cleveland: | | | | | | |
| Lake Shore & Tuscarawas Valley: | | | | | | | 1st Mortgage gold. | 1,500,000 | 7 | Feb. & Aug. | New York. | 1895 | .... |
| 1st Mortgage gold | 2,000,000 | 7 | April & Oct. | Cleveland, O. | 1901 | .... | Marquette, Houghton & Ontonagon: | | | | | | |
| 2d Mortgage, for \$1,000,000. | 696,000 | 7 | " | " | 1902 | .... | 1st Mortgage (Marq. & Ont.) | 1,700,000 | 8 | Jun. & Dec. | New York. | 1892 | 113 |
| Elyria and Black Riv. b'ds ass'd | 180,000 | 7 | May & Nov. | " | 1892 | .... | 1st Mort. (Houghton and Ont.) | 2,000,000 | 8 | Jan. & July. | " | 1892 | .... |
| Lake Superior & Mississippi: | | | | | | | Consolidated Mortgage | 1,454,000 | 8-10 | Various | " | '92-'03 | .... |
| 1st Mort. sfg fund gold tax free. | 4,500,000 | 7 | Jan. & July. | N.Y.-Bost.-Ph. | 1896 | 204 | 1st Mortgage guaranteed. | 400,000 | 6 | Jan. & July. | Boston. | 1889 | 90 |
| 2d Mort. gold tax free and conv. | 5,300,000 | 7 | April & Oct. | " | 1900 | .... | Maryland and Delaware: | | | | | | |
| Income Bonds | 3,200,000 | 10 | " | " | 1902 | .... | 1st Mortgage | 850,000 | 6 | May & Nov. | Boston. | 1885 | .... |
| Lawrence (P. St. W. & Ohl.): | | | | | | | 2d Mortgage | 150,000 | 6 | June & Dec. | " | 1889 | .... |
| 1st Mortgage, guaranteed. | 355,000 | 7 | Feb. & Aug. | New York. | 1895 | .... | Massillon & Clevel. (C.M. V. & D.) | | | | | | |
| Leavenworth, Atch. & N. West'n: | | | | | | | 1st Mortgage guaranteed. | 100,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| 1st Mort. guar. by Pac. of Mo. | 500,000 | 7 | April & Oct. | New York. | 1890 | .... | Maysville and Lexington: | | | | | | |
| Leaven, Lawrence & Galveston: | | | | | | | 1st Mortgage | 500,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| 1st Mort. sfg fund conv. gold. | 5,000,000 | 10 | Jan. & July. | N. Y. & Bost. | 1899 | 424 | Memphis and Charleston: | | | | | | |
| 1st Mort. (K. C. & San. Fe) guar. | 720,000 | 10 | May & Nov. | Boston. | 1890 | .... | 1st Mortgage, Convertible. | 1,293,000 | 7 | March & Sept. | New York. | 1890 | 100 |
| 1st Mort. (Southern Kan.) guar. | 160,000 | 8 | June & Dec. | " | 1891 | .... | 2d Mortgage | 1,000,000 | 7 | Jan. & July. | " | 1885 | 99 |
| Lehigh and Lackawanna: | | | | | | | Tennessee State Loan. | 1,814,142 | 6 | " | " | .... |  |
| 1st Mortgage tax free | 300,000 | 7 | Feb. & Aug. | Philadelphia. | 1897 | .... | Income Bonds | 600,000 | 10 | March & Sept. | " | '73-'78 | .... |
| Lehigh Valley: | | | | | | | Memphis and Little Rock: | | | | | | |
| 1st Mortgage (new loan) | 5,000,000 | 6 | June & Dec. | Philadelphia. | 1898 | 117 | 1st Mortgage (Land Grant) | 1,300,000 | 8 | May & Nov. | New York. | 1890 | .... |
| 1st Mortgage (") reg. | 6,000,000 | 7 | March & Sept. | " | 1910 | 125 | 2d Mortgage | 1,000,000 | 8 | " | " | .... |  |
| 2d Mortgage for \$4,000,000 | 13,804,000 | 6 | June & Dec. | " | 1922 | 112 | Metropolitan Elevated: | | | | | | |
| General Mort. for \$40,000,000. | | | | | | | 1st Mortgage \$ or E. | 8,500,000 | 6 | Jan. & July. | New York. | 1903 | 102 |
| General Mort. registered | | | | | | | Michigan Air Line (Mich. Cenl.) | | | | | | |
| Lewis, Centre & Spruce C. (P. & E.) | | | | | | | 1st Mort. (South Bend Div.) ass'd | 200,000 | 8 | May and Nov. | New York. | 1890 | 100 |
| 1st Mortgage | 1,545,000 | 7 | May & Nov. | Philadelphia. | 1902 | .... | Michigan Central: | | | | | | |
| Lexington & St. Louis (A. & P.): | | | | | | | 1st Mortgage, convertible | 556,000 | 8 | April & Oct. | Boston. | 1882 | .... |
| 1st Mortgage gold | 900,000 | 6 | June & Dec. | New York. | 1899 | .... | 1st Mortgage sinking fund conv. | 2,179,000 | 8 | " | " | 1882 | 109 |
| Little Miami: | | | | | | | Consol. Mortgage for \$10,000,000 | 8,000,000 | 7 | May & Nov. | New York. | 1902 | 124 |
| 1st Mortgage | 1,490,000 | 6 | May & Nov. | New York. | 1883 | 974 | 1st Mort. (Mich. Air Line) ass'd | 1,900,000 | 8 | Jan. & July. | " | 1890 | 108 |
| Street Connection Bonds | 525,000 | 6 | Jan. & July. | Cincinnati. | 1894 | .... | Equipment Bonds for \$300,000. | 556,000 | 8 | Apr. and Oct. | N. Y. & Bos. | 1883 | .... |
| Cincinnati Loan | 100,000 | 6 | May & Nov. | " | 1880 | .... | Michigan Lake Shore: | | | | | | |
| Little Rock and Fort Smith: | | | | | | | 1st Mortgage | 800,000 | 8 | Jan. & July. | New York. | 1889 | .... |
| 1st Mortgage gold | 3,500,000 | 6 | Jan. & July. | N. Y. & Bos. | 1900 | 52 | Mich. So. and North'n Indiana: | | | | | | |
| Land Grant sinking fund | 2,000,000 | 7 | " | " | 1905 | 102 | 1st Mort. assum'd by L.S. & M.S. | 5,258,000 | 7 | May & Nov. | New York. | 1885 | 110 |
| Little Rock, Pine Bl. & N. Orleans: | | | | | | | Middletown, Unionv. & W. Gap: | | | | | | |
| 1st Mortgage | 750,000 | 7 | Apr. and Oct. | New York. | 1900 | .... | 1st Mortgage tax free | 400,000 | 7 | May & Nov. | New York. | 1886 | .... |
| Little Schuylkill (Phila. & Rdg.): | | | | | | | Midland of Canada: | | | | | | |
| 1st Mortgage, Sfg. Fd. | 759,500 | 7 | Apr. and Oct. | Philadelphia. | 1877 | 101 | 1st Mortgage sterling £335,000. | 1,675,000 | 6 | May & Nov. | London | 1896 | .... |
| Logansport, Crawf. & S'wstn Ind. | | | | | | | Midland Pacific: | | | | | | |
| 1st Mortgage gold | 1,500,000 | 8 | F. M. A. & N. | New York. | 1900 | .... | 1st Mortgage gold, tax free. | 1,100,000 | 7 | Feb. & Aug. | New York. | 1899 | .... |
| Long Island: | | | | | | | Mifflin and Centre Co. (Pa.): | | | | | | |
| 1st Mortgage | 500,000 | 6 | Jan. & July. | New York. | 1878 | .... | 1st Mortgage | 200,000 | 6 | Feb. & Aug. | Philadelphia. | 1897 | .... |
| 1st Mortgage (Extension) | 175,000 | 7 | Feb. & Aug. | Philadelphia. | 1890 | .... | Milwaukee and St. Paul— | | | | | | |
| 1st Mortgage (Glen Cove Br.) | 180,000 | 6 | May & Nov. | " | 1893 | .... | See Chicago, Mil. & St. Paul | | | | | | |
| General Mortgage | 775,000 | 7 | " | New York. | 1899 | 110 | Milwaukee, Lake Sh. & Western: | | | | | | |
| Louisiana & Mo. Riv. (Chl. & Al.) | | | | | | | 1st Mortgage | 750,000 | 7 | June & Dec. | New York. | 1896 | .... |
| 1st Mortgage | 1,884,000 | 7 | Feb. & Aug. | New York. | 1900 | 110 | Milwaukee and Northern | | | | | | |
| Louisville, Paducah and S. W.: | | | | | | | 1st Mortgage | 2,134,000 | 8 | June & Dec. | New York. | 1901 | .... |
| 1st Mortgage | 2,000,000 | 8 | March & Sept. | New York. | 1890 | .... | Mineral Point: | | | | | | |
| 2d Mortgage | 900,000 | 7 | May & Nov. | " | 1893 | .... | 1st Mortgage | 220,000 | 10 | Jan. & July. | Detroit | 1890 | .... |
| | | | | | | | Minneapolis & Duluth (L.S. & M.) | | | | | | |
| | | | | | | | 1st Mortgage gold, guaranteed. | 400,000 | 7 | Apr. and Oct. | New York. | 1899 | .... |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|------------|-------|-------------------|---------------|---------|---------|---|--------------|-------|-------------------|-----------------|--------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Minneapolis & St. L. (B., C.R. & N.Y.) | \$ 150,000 | 7* | Jan. & July. | New York. | 1911 | 99 | N.O., Jack. & Gt. N. (N.O. St. L. & C.) | \$ 3,000,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 1st Mortgage gold, guaranteed. | | | | | | | 1st Mortgage. | 1,500,000 | 8 | April & Oct. | " | 1890 | .... |
| Minnesota Valley (C. & N.W.): | | | | | | | New Orleans, Mobile and Texas: | | | | | | |
| 1st Mortgage. | 150,000 | 7 | April & Oct. | New York. | 1908 | .... | 1st Mort. (Mobile to N. Orleans) | 4,000,000 | 7* | Jan. & July. | N. Y. & Lond. | 1915 | .... |
| Mississippi Cent. (N.O. St. L. & Chi.): | | | | | | | 1st Mort. (N. Orleans to Texas) | 7,250,000 | 8 | " | New York. | 1915 | .... |
| 1st Mortgage. | 1,012,500 | 7 | May & Nov. | New York. | 74-'84 | .... | 2d Mort. endorsed by Louisiana. | 2,825,000 | 8 | " | " | 1915 | .... |
| 2d Mortgage. | 2,000,000 | 8 | Feb. & Aug. | " | 1886 | .... | New York, Boston and Montreal: | | | | | | |
| General Mort. for \$8,000,000 gold | 3,708,500 | 7* | May & Nov. | " | 1912 | .... | 1st Mortgage for \$12,250,000. | 6,250,000 | 7* | Feb. & Aug. | N.Y. or Lond. | 1889 | .... |
| Mississippi, Ouachita & Red Riv.: | | | | | | | New York & Canada (D. & H.C.): | | | | | | |
| 1st Mortgage gold. | 2,040,000 | 7* | Jan. & July. | ..... | 1900 | .... | 1st Mort. for \$800,000, guar. | 4,000,000 | 6* | May & Nov. | London. | 1904 | .... |
| Mississippi and Tennessee: | | | | | | | New York Central & Hudson R. | | | | | | |
| 1st Mortgage, Series A. | 1,000,000 | 8 | April & Oct. | Memphis. | 1902 | .... | Debt Certificates (N. Y. Cent.) | 6,632,900 | 6 | May & Nov. | New York. | 1883 | 106 1/2 |
| 2d Mortgage, Series B. | 1,100,000 | 8 | Jan. & July. | " | 1902 | .... | Bonds for B. & N.F. stk (") | 74,500 | 6 | May & Nov. | " | 1883 | .... |
| Mississippi Valley and Western: | | | | | | | Bonds for R.R. Stocks (") | 592,000 | 6 | " | " | 1883 | 104 |
| 1st Mortgage \$20,000 p. m. | 800,000 | 7 | Feb. & Aug. | New York. | 1902 | .... | Bonds for Real Estate (") | 162,000 | 6 | " | " | 1883 | 105 |
| Missouri, Iowa and Nebraska: | | | | | | | Bonds of 1884 renewed (") | 2,391,300 | 6 | June & Dec. | " | 1887 | 107 |
| 1st Mortgage gold, sinking fund. | 2,000,000 | 7* | June & Dec. | ..... | 1910 | .... | 2d Mort. (Hudson River) S. F. | 1,794,000 | 7 | " | " | 1885 | 109 1/2 |
| Missouri, Kansas and Texas: | | | | | | | Bonds of 1871, tax free. | 1,950,000 | 7 | April & Oct. | " | 1891 | .... |
| 1st Mort. (U. Pac. S. Br.) skg fund | 2,645,000 | 6* | Jan. & July. | New York. | 1899 | .... | 1st Mort., coup. for \$30,000,000 | 18,465,000 | 7 | Jan. & July. | " | 1903 | 126 1/2 |
| 1st Mort. (Tebbo & Neosho) S.F. | 349,000 | 7* | June & Dec. | " | 1903 | .... | 1st Mort., reg'd | 9,733,333 | 6* | " | London. | 1903 | .... |
| Consol. Land Grant, skg fd gold | 10,418,000 | 7* | Feb. & Aug. | " | 1904 | 161 1/2 | New York and Harlem: | | | | | | |
| First Additional Consol. Mort. | 2,500,000 | 7 | " | " | 1905 | .... | Sinking Fund Mortgage of 1861. | 107,704 | 7 | Jan. & July. | New York. | 1881 | .... |
| Second Add. Consol. Mort. | 1,182,000 | 7 | " | " | 1905 | 65 1/2 | Consol. Mort. of 1872, coupon. | 10,500,000 | 7 | May & Nov. | " | 1900 | 126 1/2 |
| Third Additional Consol. Mort. | 600,000 | 7 | " | " | 1905 | .... | Consol. Mort. of 1872, reg. | | | | " | 1900 | 127 |
| Missouri River, Ft. Scott & Gulf: | | | | | | | New York Elevated: | | | | | | |
| 1st Mortgage, Land Grant, S. F. | 5,000,000 | 10 | Jan. & July. | New York. | 1889 | 86 | 1st Mortgage. | 8,500,000 | 7 | Jan. & July. | New York. | 1906 | 112 1/2 |
| 2d Mortgage. | 2,000,000 | 10 | April & Oct. | N. Y. & Bost. | 1890 | .... | N. York, Housatonic & Northern: | | | | | | |
| Mobile and Girard. | | | | | | | 1st Mortgage. | 1,500,000 | 7* | April & Oct. | New York. | 1902 | .... |
| 1st Mortgage. | 377,500 | 7 | Jan. & July. | Savannah. | 1876 | .... | New York, Kingston & Syracuse: | | | | | | |
| 2d Mort. end. by Cent. R. of Ga. | 300,000 | 8 | " | " | 1889 | .... | 1st Mort. for \$4,000,000. | 2,500,000 | 7* | Jan. & July. | New York. | 1902 | .... |
| Plain bonds. | 33,500 | 8 | " | " | 1887 | .... | New York, N. Haven & Hartford: | | | | | | |
| Mobile and Montgomery: | | | | | | | 1st Mort. (Harlem & Portchester) | 2,000,000 | 7 | ..... | New York. | 1903 | .... |
| 1st Mort. end. by State of Ala. | 2,434,000 | 8* | May & Nov. | New York. | 1900 | .... | New York and New England: | | | | | | |
| 2d Mortgage. | 800,000 | 8 | " | " | 1900 | .... | 1st mortgage, old. | ..... | 7 | March & Sept. | Boston. | 1884 | .... |
| Mobile and Ohio: | | | | | | | 1st mortg. - new. | 4,708,000 | 7 | Jan. & July. | " | 1905 | 112 1/2 |
| 1st Mortgage Sterling. | 5,686,000 | 6* | May & Nov. | Mob. & Lond. | 1883 | .... | New York and Oswego Midland: | | | | | | |
| Interest bonds. | 1,524,300 | 8 | " | " | Mobile. | 76-'83 | 1st Mortgage gold, tax free. | 8,000,000 | 7* | Jan. & July. | New York. | 1894 | .... |
| Sterling Interest bonds. | 769,920 | 6* | " | " | London. | 1883 | 2d Mortgage convertible. | 2,500,000 | 7 | May & Nov. | " | 1895 | .... |
| Tennessee Substitution Bonds. | 1,688,000 | 7* | Jan. & July. | N.Y. & Lond. | 1901 | .... | 2d Mortgage non-convertible. | 1,500,000 | 7 | " | " | 1896 | .... |
| Special Mort. (Gainesville Br'h) | 63,000 | 8 | May & Nov. | Mobile. | 1883 | .... | 3d Mort., Equipment. | 3,800,000 | 7 | ..... | " | .... | .... |
| 2d Mortgage. | 1,453,858 | 8 | March. | " | 1877 | .... | 1st Mort., (West. Extension). | 2,425,000 | 7 | ..... | " | .... | .... |
| Consol. Mort. for \$15,000,000. | 1,025,000 | 7* | Jan. & July. | N.Y. & Lond. | 1904 | .... | Consolidated Mortgage. | 1,200,000 | 7 | ..... | " | .... | .... |
| Convertible 5 per cent. bonds. | 977,550 | 8 | M. J. S. & D. | New York. | .... | .... | New York, Providence & Boston: | | | | | | |
| Montclair (N. Y. and O. Mid.): | | | | | | | Extension Bonds. | 50,900 | 6 | May & Nov. | New York. | 78-'81 | .... |
| 1st Mortgage gold, guar. | 1,800,000 | 7* | March & Sept. | New York. | .... | .... | General Mort. for \$1,000,000. | 1,000,000 | 7 | Jan. & July. | " | 1899 | 118 1/2 |
| 2d Mortgage. | 750,000 | 7 | " | " | .... | .... | Norfolk & Petersburg (A.M. & O.): | | | | | | |
| Income Mortgage. | 888,400 | 7 | " | " | .... | .... | 1st Mortgage. | 306,000 | 8 | Jan. & July. | New York. | 1877 | .... |
| Montgomery and Erie (Erie): | | | | | | | 1st Mortgage. | 157,000 | 7 | " | " | 1877 | .... |
| 1st Mortgage. | 127,900 | 7 | May & Nov. | New York. | 1888 | .... | 2d Mortgage. | 454,000 | 8 | " | Norfolk. | 1893 | 109 |
| 2d " " | 47,000 | 7 | April & Oct. | " | 1887 | .... | North Carolina: | | | | | | |
| Montgomery and Eufaula: | | | | | | | 1st Mortgage. | 210,000 | 8 | May & Nov. | Co's Shops, NC. | 1888 | .... |
| 1st Mortgage end. by Ala. gold. | 1,040,000 | 8* | March & Sept. | New York. | 1886 | .... | North Eastern (S. Car.): | | | | | | |
| 1st Mortgage not endorsed. | 330,000 | 8 | June and Dec. | " | 1900 | .... | 1st Mortgage. | 820,000 | 8 | March & Sept. | Charleston. | 1899 | .... |
| Monticello and Port Jervis: | | | | | | | 2d Mortgage. | 282,500 | 8 | " | " | 1899 | .... |
| 1st Mortgage gold, tax free. | 500,000 | 7* | J. A. J. & O. | New York. | 1890 | .... | North Missouri (St. L., K.C. & N.): | | | | | | |
| Morris and Essex (D. L. & W.): | | | | | | | 1st Mortgage. | 3,000,000 | 7 | Jan. & July. | New York. | 1895 | 116 |
| 1st Mortgage sinking fund, guar. | 5,000,000 | 7 | May & Nov. | New York. | 1914 | 128 | North Pennsylvania: | | | | | | |
| 2d Mortgage guar. | 2,000,000 | 7 | Feb. & Aug. | " | 1891 | 115 | 1st Mortgage. | 1,930,500 | 6 | Jan. & July. | Philadelphia. | 1885 | 108 1/2 |
| Convertible bonds. | 384,000 | 7 | Jan. & July. | " | 1900 | 103 | 2d Mortgage. | 1,500,000 | 7 | May & Nov. | " | 1896 | 110 1/2 |
| Construction bonds. | 573,000 | 7 | Feb. and Aug. | " | 1889 | 102 | General Mortgage. | 2,035,000 | 7 | Jan. & July. | " | 1903 | 115 |
| Gen'l M. (1st on Boonton Br. gr.) | 4,991,000 | 7 | April & Oct. | " | 1901 | 115 | North Shore (Flush., N.S. & Cent): | | | | | | |
| Special Mortgage. | 1,025,000 | 7 | " | " | 1915 | 110 1/2 | 1st Mortgage. | 135,000 | 7 | Feb. & Aug. | New York. | 1887 | .... |
| Consol. mort. for \$25,000,000 guar | 3,239,000 | 7 | June & Dec. | " | 1915 | 110 1/2 | Northern Central: | | | | | | |
| Nashville, Chattanooga & St. Louis: | | | | | | | 1st Mortgage, Md. State loan. | 1,500,000 | 6 | J. A. J. & O. | Annapolis. | Irred. | .... |
| 1st Mort., endorsed by Tenn. | 1,100,000 | 6 | Jan. & July. | New York. | 74-'83 | .... | 2d Mortgage S. F. Coupon. | 1,490,000 | 6 | Jan. & July. | Baltimore. | 1885 | 107 1/2 |
| 2d Mort. (Held by U. S. Gov.) | 1,000,000 | 4 | " | " | 81-'91 | .... | 3d Mortgage Coupon. | 1,126,000 | 6 | April & Oct. | Phila. & Balt. | 1900 | 110 1/2 |
| New Mortgage. | 4,700,000 | 7 | " | " | 1913 | 116 | Mortgage coupon. | 2,599,000 | 6* | Jan. & July. | Baltimore. | 1900 | 107 1/2 |
| Nashville and Decatur (L. & Nash.): | | | | | | | Mortgage registered. | 205,000 | 6* | April & Oct. | " | 1900 | .... |
| 1st Mortgage sinking fund, guar. | 1,900,000 | 7 | Jan. & July. | New York. | 1900 | 107 | Consol. Gen. Mort. S. F. Coup. | 2,338,000 | 6* | Jan. & July. | Lond. & Balt. | 704 | 1 3/4 |
| 2d Mortgage gold. | 205,000 | 6* | April & Oct. | Nashville. | 1887 | .... | Consol. General Mort. Coupon. | 1,635,000 | 6* | " | " | 1894 | .... |
| Nashua and Lowell. | | | | | | | Second General Mort. coupon. | 3,000,000 | 5 | " | Baltimore. | 1926 | 79 |
| Bonds for freight depot. | 200,000 | 6* | Feb. & Aug. | Boston. | 1892 | 103 1/2 | Second General Mort. coupon. | 1,000,000 | 6 | " | " | 1926 | .... |
| Newark & New York (C. of N.J.): | | | | | | | Northern New Jersey (Erie): | | | | | | |
| 1st Mortgage guar. | 600,000 | 7 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage skg fd guar. | 400,000 | 7 | Jan. & July. | Jersey O | 1878 | .... |
| Newark, Somerset & Stratville: | | | | | | | Northern Pacific: | | | | | | |
| 1st Mortgage gold. | 800,000 | 7* | May & Nov. | New York. | 1889 | 98 | 1st Mort. on R.R. & lands gold. | 529,400 | 7.3* | Jan. & July. | New York. | 1900 | 50 |
| New Bedford: | | | | | | | Northwestern Virginia: | | | | | | |
| 1st Mort. (New Bed. & Taunton) | 171,500 | 6 | Jan. & July. | Boston. | 1881 | 98 1/2 | 3d Mort., assumed by B. and O | 140,000 | 6 | Jan. & July. | Baltimore. | 1885 | 106 1/2 |
| New Issue for \$300,000. | 400,000 | 7 | " | " | 1894 | 105 | Northwestern Union (C. & N.W.): | | | | | | |
| New Haven and Derby: | | | | | | | 1st Mortgage. | 3,500,000 | 7* | March & Sept. | New York. | 1917 | .... |
| 1st Mortgage. | 525,000 | 7 | Various. | New Haven. | 98-'00 | .... | Norwich & Worcester (B.H. & E.): | | | | | | |
| New H. Middletn & Willman: | | | | | | | 1st Mort. Mass. Loan, skg. fd. | 400,000 | 6* | Jan. & July. | Boston. | 1877 | .... |
| 1st Mortgage (coup. & reg.) | 3,000,000 | 7 | May & Nov. | New York. | 1889 | .... | Construction Bonds. | 400,000 | 6 | March & Sept. | " | 1897 | .... |
| 2d Mortgage. | 2,000,000 | 7 | " | " | 1881 | .... | Nyack and Northern: | | | | | | |
| New Haven and Northampton: | | | | | | | 1st Mortgage. | 150,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| 1st Mortgage. | 1,000,000 | 7 | Jan. & July. | N. Y. & N. H. | 1899 | .... | Ogdensburg and Lake Champlain: | | | | | | |
| Convertible bonds, tax free. | 750,000 | 6 | April & Oct. | " | 80-'82 | .... | Equipment Mortgage. | 300,000 | 8 | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|------------|-------|-------------------|----------------|---------|--------|-------------------------------------|-----------|-------|-------------------|----------------|------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Oil Creek (Pittsb., T. & Buffalo): | \$ | | | | | | Philadelphia, Wilmington & Balt: | \$ | | | | | |
| 1st Mortgage..... | 580,000 | 7 | April & Oct. | Philadelphia. | 1896 | 100 | Mortgage Loan, convertible.... | 262,000 | 6 | Jan. & July. | Phila. & Balt. | 1894 | 140 |
| Omaha and Northwestern: | | | | | | | Loan of 1887..... | 1,000,000 | 6 | April & Oct. | " " | 1887 | 108 |
| 1st Mort. Land Grant, Gold..... | 16,000 pm | 7.3 | Jan. & July. | New York. | 1901 | .... | Loan of 1872..... | 700,000 | 6 | " " | " " | 1892 | 104 |
| Omaha and Republican Valley: | | | | | | | Loan of 1875..... | 800,000 | 6 | " " | " " | 1900 | 110 |
| 1st Mortgage..... | | 6 | F. M. A. & N. | ..... | 1895 | .... | Pickering Valley (Phila. & Rdg): | | | | | | |
| Omaha and Southwestern: | | | | | | | 1st Mortgage, guaranteed..... | 331,300 | 7 | April & Oct. | Philadelphia. | 1900 | 63 |
| 1st Mortgage \$20,000 p. m..... | 1,034,000 | 8 | June & Dec. | Boston. | 1896 | 113 | Pittsburg, Cin. & St. Louis (Pa.): | | | | | | |
| Oregon and California: | | | | | | | 1st Mort. (Col. & Newark Div.) | 775,000 | 7 | Jan. & July. | Philadelphia. | 1890 | .... |
| 1st Mortgage gold..... | 10,950,000 | 7* | April & Oct. | New York. | .... | .... | 1st Mort. (Steub. & Ind.) conv. | 3,000,000 | 6 | Monthly. | New York. | 1884 | 104 |
| Ozage Valley & Southern Kansas: | | | | | | | Consol. Mortgage for \$10,000,000. | 6,222,000 | 7 | Feb. & Aug. | Philadelphia. | 1890 | 113 |
| 1st Mortgage (5-20 years)..... | 200,000 | 10 | Jan. & July. | New York. | 1884 | .... | Consolidated 2d Mortgage..... | 2,500,000 | 7 | April & Oct. | " " | 1913 | .... |
| Oshkosh & Miss. (O., M. & S. P.): | | | | | | | Pittsburg, Ft. Wayne & Chicago: | | | | | | |
| 1st Mortgage..... | 240,000 | 8 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage (Series A)..... | 875,000 | 7 | Jan. & July. | New York. | 1912 | 128 |
| Oswego and Rome (R. W. & O.): | | | | | | | 1st Mortgage (Series B)..... | 875,000 | 7 | Feb. & Aug. | " " | 1912 | .... |
| 1st Mortgage..... | 500,000 | 7 | May & Nov. | New York. | 1916 | .... | 1st Mortgage (Series C)..... | 875,000 | 7 | March & Sept. | " " | 1912 | .... |
| Income Mortgage..... | 112,100 | 6 | Feb. & Aug. | " " | 1891 | .... | 1st Mortgage (Series D)..... | 875,000 | 7 | April & Oct. | " " | 1912 | .... |
| Oswego and Syracuse (D. L. & W.): | | | | | | | 1st Mortgage (Series E)..... | 875,000 | 7 | May & Nov. | " " | 1912 | .... |
| 1st Mortgage, guaranteed..... | 201,000 | 7 | May & Nov. | New York. | 1885 | .... | 1st Mortgage (Series F)..... | 875,000 | 7 | June & Dec. | " " | 1912 | .... |
| Ottawa, Oswego & Fox River: | | | | | | | 2d Mortgage (Series G)..... | 800,000 | 7 | Jan. & July. | " " | 1912 | 125 |
| 1st Mortgage guar. by C. B. & Q. | 1,079,000 | 8 | Jan. & July. | N. Y. & Bost. | 1900 | 120 | 2d Mortgage (Series H)..... | 800,000 | 7 | Feb. & Aug. | " " | 1912 | .... |
| Owensboro and Russellville. | | | | | | | 2d Mortgage (Series I)..... | 800,000 | 7 | March & Sept. | " " | 1912 | .... |
| 1st Mortgage for \$1,500,000..... | 1,500,000 | 8 | Feb. & Aug. | New York. | 1892 | .... | 2d Mortgage (Series J)..... | 800,000 | 7 | April & Oct. | " " | 1912 | .... |
| Pacific of Missouri: | | | | | | | 2d Mortgage (Series K)..... | 800,000 | 7 | May & Nov. | " " | 1912 | .... |
| 1st Mortgage gold..... | 7,000,000 | 6* | Feb. & Aug. | New York. | 1888 | 105 | 2d Mortgage (Series L)..... | 800,000 | 7 | June & Dec. | " " | 1912 | .... |
| 2d Mortgage sinking fund..... | 2,650,000 | 7 | Jan. & July. | " " | 1891 | 109 | 3d Mortgage..... | 2,000,000 | 7 | April & Oct. | " " | 1912 | 130 |
| 3d Mortgage..... | 4,000,000 | 7 | May & Nov. | " " | .... | .... | Construction bonds of Jan. 1, '70 | 100,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| St. Louis County Debt..... | 700,000 | 7 | Monthly. | St. Louis. | 1885 | .... | Equipment bonds..... | 1,000,000 | 8 | March & Sept. | " " | 1884 | .... |
| Real Estate Bonds..... | 800,000 | 8 | May & Nov. | New York. | 1892 | .... | Pittsburg, Va. and Charleston: | | | | | | |
| 1st Mort. (Carondelet Branch)..... | 500,000 | 6* | April & Oct. | " " | 1893 | 70 | 1st Mortgage..... | 700,000 | 7 | April & Oct. | New York. | 1903 | .... |
| Paducah and Memphis: | | | | | | | Pittsburg, Wash. & Baltimore: | | | | | | |
| 1st Mortgage gold for \$2,805,000. | 1,541,000 | 7* | Feb. & Aug. | New York. | 1902 | .... | 1st Mort. (Pittsb. & Conn'sville) | 4,000,000 | 7 | Jan. & July. | Baltimore. | 1898 | 114 |
| Panama: | | | | | | | 2d Mort. do. (Balt. Loan)..... | 5,000,000 | 6 | May & Nov. | " " | 1902 | .... |
| General Mortgage, stg £797,800. | 3,577,308 | 7* | April & Oct. | London. | 1897 | .... | 1st Mort. (Turtle Cr. Div. 104 m) | 400,000 | 6 | Feb. & Aug. | Pittsburg. | 1889 | .... |
| Paris and Decatur: | | | | | | | Real Estate Mortgage..... | 100,000 | 6 | ..... | Baltimore. | 1883 | .... |
| 1st Mortgage gold, S. F..... | 1,200,000 | 7* | Jan. & July. | N. Y. & Lond. | 1892 | .... | Plymouth, Kankakee & Pacific: | | | | | | |
| Paterson and Newark (Erie): | | | | | | | 1st Mortgage for \$3,600,000..... | 20,000 pm | 7* | Jan. & July. | New York. | 1901 | .... |
| 1st Mortgage guaranteed..... | 500,000 | 7 | Jan. & July. | New York. | 1878 | .... | Port Huron and Lake Michigan: | | | | | | |
| Pekin, Line, & Decatur (T.W. & W.): | | | | | | | 1st Mortgage gold, for \$1,300,000 | 1,300,000 | 7* | May & Nov. | New York. | 1899 | .... |
| 1st Mortgage, guaranteed..... | 1,076,000 | 7 | Feb. & Aug. | New York. | 1900 | 60 | Portland & Ogdensburg (Me. & N.H.): | | | | | | |
| Pemberton & Hight (U.C. of N.J.): | | | | | | | 1st Mort. (Maine Section) gold.. | 800,000 | 6* | Jan. & July. | Boston. | 1900 | .... |
| 1st Mortgage guaranteed..... | 160,000 | 7 | Jan. & July. | Philadelphia. | 1889 | 105 | Consol. Mort. gold, for \$3,300,000 | 149,000 | 6* | May & Nov. | " " | 1901 | 15 |
| Peninsular (Mich.) Railway: | | | | | | | Portland and Ogdensburg (Vt.): | | | | | | |
| 1st Mortgage gold (S. F.) 1st series | 1,800,000 | 7* | May & Nov. | N. Y. or Lond. | 1899 | .... | 1st Mortgage gold, for \$2,300,000 | 1,200,000 | 6* | May & Nov. | N. Y. & Bost. | 1891 | 110 |
| 1st Mortgage gold (S. F.) 2d series | 2,000,000 | 7* | " " | " " | 1900 | .... | Portland and Oxford Central: | | | | | | |
| 2d Mortgage..... | 640,000 | 7 | Feb. and Aug. | New York. | 1881 | .... | 1st Mortgage of 1863..... | 250,000 | 6 | Jan. & July. | Portland. | 1883 | .... |
| Pennsylvania: | | | | | | | Portland and Rochester: | | | | | | |
| 1st Mort. (Harrisb'g to Pittsb'g) | 4,970,000 | 6 | Jan. & July. | Philadelphia. | 1880 | 102 | 1st Mort. (Portland Loan) skg fd | 700,000 | 6 | Jan. & July. | Boston. | 1887 | .... |
| General Mortgage..... | 19,999,760 | 6 | J. A. J. & O. | Philadelphia. | 1910 | 117 | 1st Mortgage (equal ten)..... | 100,000 | 7 | April & Oct. | " " | 1887 | .... |
| General Mortgage, registered..... | 19,999,760 | 6 | " " | " " | 1910 | 117 | 2d Mort. (Portland Loan)..... | 396,500 | 6 | Mar. & Sept. | " " | 1891 | .... |
| Consolidated Mortgage..... | 29,145,000 | 6* | Jan. & July. | London. | 1895 | 116 | Port Royal (S. C.): | | | | | | |
| State lien for \$7,500,000, skg fd | 4,237,323 | 6 | April & Oct. | Philadelphia. | 1977-90 | .... | 1st Mortgage gold, skg fd..... | 2,000,000 | 7* | May & Nov. | N. Y. & Lond. | 1889 | .... |
| Pennsylvania Coal: | | | | | | | 1st Mort. gold, guar. by G. R. R. | 500,000 | 7* | " " | " " | 1889 | .... |
| 1st Mortgage..... | 487,500 | 7 | Feb. and Aug. | New York. | 1881 | .... | Portsmouth, St. Falls & Conway: | | | | | | |
| Pennsylvania and Delaware: | | | | | | | 1st Mort., guar. by Eastern R.R. | 514,000 | 7 | June and Dec. | Boston. | 1893 | 77 |
| 1st Mortgage..... | 1,083,000 | 7 | Feb. & Aug. | Philadelphia. | 1903 | .... | Poughkeepsie and Eastern: | | | | | | |
| 2d Mortgage..... | 519,000 | 7 | April & Oct. | " " | 1903 | .... | 1st Mort. gold, conv. & tax free.. | 644,500 | 7* | Jan. & July. | New York. | 1910 | .... |
| Pennsylvania & New York (L.V.): | | | | | | | 2d Mortgage..... | 78,000 | 7 | " " | " " | .... | .... |
| 1st Mortgage guaranteed..... | 1,500,000 | 7 | June & Dec. | Philadelphia. | 1896 | 123 | Providence and Worcester: | | | | | | |
| 1st Mortgage guaranteed..... | 1,500,000 | 7 | " " | " " | 1906 | .... | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Providence. | 1880 | 105 |
| Peoria & Bureau Val (O.R.L. & P.): | | | | | | | Stoughton Branch bonds..... | 1,000,000 | 6 | " " | " " | .... | .... |
| 1st Mortgage guaranteed..... | 600,000 | 8 | Jan. & July. | New York. | 1877 | .... | Quincy, Alton & St. Louis: | | | | | | |
| Peoria & Hannibal (O. B. & Q.): | | | | | | | 1st Mortgage gold..... | 1,000,000 | 7* | May & Nov. | Philadelphia. | 1882 | .... |
| 1st Mortgage, traffic guaranteed.. | 277,000 | 8 | Jan. & July. | Boston. | 1878 | 101 | Quincy and Palmyra: | | | | | | |
| Peoria, Pekin and Jacksonville: | | | | | | | 1st Mort. assumed by H. & St. Jo. | 500,000 | 8 | Feb. & Aug. | New York. | 1892 | .... |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1894 | .... | Quincy and Toledo (T. W. & W.): | | | | | | |
| 2d Mort. conv. & tax free..... | 1,000,000 | 7 | April & Oct. | " " | 1900 | .... | 1st Mortgage, guaranteed..... | 500,000 | 7 | May & Nov. | New York. | 1890 | 108 |
| Peoria and Rock Island: | | | | | | | Quincy & Warsaw (C. B. & Q.): | | | | | | |
| 1st Mort. gold, conv. & tax free.. | 1,500,000 | 7* | Feb. & Aug. | N. Y. & Lond. | 1900 | .... | 1st Mortgage, guaranteed..... | 720,000 | 8 | Jan. & July. | Boston. | 1890 | 115 |
| 2d Mortgage..... | 150,000 | 10 | Jan. & July. | New York. | 1900 | .... | Reading and Columbia (P. & R.): | | | | | | |
| Perkiomen (Phila. and Rdg): | | | | | | | 1st Mort., Coupon, guaranteed.. | 650,000 | 7 | March & Sept. | New York. | 1882 | 95 |
| 1st Mortgage, guaranteed..... | 619,000 | 6 | April & Oct. | Philadelphia. | 1897 | 93 | 2d Mort., Coupon, guaranteed.. | 850,000 | 7 | June & Dec. | Columbia. | 1884 | .... |
| Petersburg: | | | | | | | Rensselaer and Saratoga: | | | | | | |
| 1st Mortgage (instalments)..... | 341,500 | 8 | Jan. & July. | New York. | 1902 | 84 | 2d Mortgage..... | 300,000 | 7 | Jan. & July. | Troy. | 1880 | .... |
| 2d Mortgage..... | 500,000 | 8 | " " | " " | 1902 | 85 | 3d Mortgage..... | 150,000 | 7 | " " | " " | 1887 | .... |
| Philadelphia and Atl. City: | | | | | | | 1st Mort. (Saratoga & Whitehall) | 400,000 | 7 | March & Sept. | New York. | 1886 | .... |
| Mortgage for \$50,000..... | 350,000 | 7 | Jan. & July. | Philadelphia. | 1907 | .... | 1st Mort. (Troy, Salem & Rutl.) | 500,000 | 7 | May and Nov. | " " | 1890 | .... |
| Philadelphia and Baltimore Cent: | | | | | | | 1st Mortgage (Glenn's Falls)..... | 125,000 | 7 | Jan. & July. | " " | 1894 | .... |
| 1st Mortgage (Penn. Div. 364 m.) | 800,000 | 7 | Jan. & July. | Philadelphia. | 1879 | .... | Consol. Mort. for \$2,000,000..... | 1,788,500 | 7 | May and Nov. | " " | 1921 | 124 |
| 1st Mortgage (Md. Div. 94 m.)... | 300,000 | 6 | " " | " " | 1891 | .... | New Gen'l Mort. for \$4,000,000. | 1,092,000 | 6* | ..... | " " | .... | .... |
| 2d Mortgage (Pa. & Md. 46 m.)... | 400,000 | 7 | " " | " " | 1900 | .... | Richmond and Danville: | | | | | | |
| Philadelphia and Erie (Penn.): | | | | | | | Virginia State Loan, skg fund.. | 600,000 | 6 | Jan. & July. | Richmond. | 1880 | .... |
| 1st Mort. (Sunbury & Erie 40m) | 1,000,000 | 7 | Apr. and Oct. | Philadelphia. | 1897 | .... | Virginia State guar. bonds..... | 157,800 | 6 | " " | " " | 1875 | .... |
| 1st Mortgage..... | 5,000,000 | 8 | " " | " " | 1881 | 103 | 1st Mort. (Piedmont Branch)... | 500,000 | 8 | ..... | " " | 1888 | .... |
| 2d Mortgage..... | 3,000,000 | 7 | Jan. & July. | " " | 1885 | 113 | 1st Mort. (Northwestern, N.O.) | 500,000 | 6.7 | April & Oct. | N. Y. or Rich. | .... | .... |
| General Mort. for \$20,000,000..... | 7,652,000 | 6* | " " | Phil. or Lond. | 1920 | .... | Consolidated Mortgage..... | 1,766,000 | 6 | May and Nov. | New York. | 1900 | 99 |
| Philadelphia and Reading: | | | | | | | Rich., Frederickburg & Potomac: | | | | | | |
| Loan of 1868, debenture..... | 1,135,300 | 6 | Jan. & July. | Philadelphia. | 1893 | .... | Sterling Loan..... | 87,771 | 6* | Jan. & July. | London. | 1878 | .... |
| Mort. Loans of 1845-44-43 & 49. | 1,510,500 | 6 | " " | " " | 1880 | 101 | Dollar Loan..... | 176,428 | 7 | " " | Richmond. | 1875 | .... |
| Mortgage Loan of 1868..... | 2,700,000 | 7 | Apr. and Oct. | " " | 1893 | 116 | Dollar Loan, Coupon..... | 450,000 | 8 | " " | " " | 1881 | .... |
| Mortgage Loan of 1886 stg..... | 182,400 | 5* | Jan. & July. | London. | 1880 | .... | Dollar Loan..... | 124,489 | 6 | various. | " " | 1875 | .... |
| Mortgage Loan of 1843 stg..... | 967,200 | 7* | " " | " " | 1880 | .... | Richmond and Petersburg: | | | | | | |
| Mortgage Loan of 1836 stg..... | 134,400 | 7* | " " | " " | 1877 | .... | 1st Mortgage (Coupon)..... | 176,000 | 8 | Apr. and Oct. | Richmond. | 1880 | 86 |
| Consolidated Dollar coupon..... | 7,310,000 | 7 | June & Dec. | Philadelphia. | 1911 | 117 | New mortgage of 1875..... | 31,000 | 7 | May & Nov. | " " | 1915 | .... |
| Dollar registered..... | 3,339,000 | 7 | " " | " " | 1911 | 116 | Rockford, R. Island & St. Louis: | | | | | | |
| Mortgage Gold or stg coup..... | 6,999,000 | 6* | " " | Phil. or Lond. | 1911 | 102 | 1st Mortgage tax free..... | 9,000,000 | 7* | Feb. & Aug. | N. Y. & Lond. | 1915 | .... |
| June 1, 1871. Gold or stg reg..... | 663,000 | 6* | " " | " " | 1911 | 106 | Rome, Watertown & Ogdensburg: | | | | | | |
| Dollar coupon..... | 305,000 | 6* | " " | Philadelphia. | 1911 | .... | 1st Mortgage (W. & R.) skg fund | 799,990 | 7 | March & Sept. | New York. | 1880 | 99 |
| New debent. loan, conv..... | 10,499,900 | 7 | Jan. & July. | " " | 1893 | 101 | 2d Mortgage..... | 400,000 | 7 | Jan. & July. | " " | 1901 | .... |
| New Improvement Mort. Loan. | 9,304,000 | 6* | Apr. and Oct. | Phil. or Lond. | 1897 | 86 | General Mort. S. F..... | 1,060,500 | 7 | June & Dec. | " " | 1901 | .... |
| Gen'l Mort. stg. S. F. (\$80,000,000) | 19,488,000 | 7* | Jan. & July. | " " | 1903 | 88 | Consol. Mort. conv. till 1879.... | 3,000,000 | 7 | Apr. and Oct. | " " | 1904 | 74 |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|-----------|-------|-------------------|---------------|------|---------|-------------------------------------|------------|-------|-------------------|-----------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Saginaw Valley and St. Louis: | | | | | | | South Carolina: | | | | | | |
| 1st Mortgage..... | 344,000 | 8 | May & Nov. | Saginaw. | 1892 | 110 1/2 | 1st Mortgage Sterling..... | 1,482,887 | 6 | Jan. & July. | London. | '82-'88 | .... |
| 1st Croix and Penobscot..... | 17,500 | 6 | Jan. & July. | Cahala, Mo. | 1879 | .... | 1st Mortgage (L.) currency..... | 1,051,500 | 7 | " " " | New York. | '78-'81 | .... |
| 2d Mort. (Cal. & Baring)..... | 95,200 | 6 | " " " | " | 1879 | .... | 2d Mort. for \$3,000,000..... | 1,206,500 | 7 | April & Oct. | " | 1902 | .... |
| 2d Mort. (")..... | 17,500 | 6 | " " " | " | 1879 | .... | Domestic (I) Bonds..... | 1,054,500 | 7 | April & Oct. | Charleston. | 1891 | .... |
| Calais Loan (Lewey's Island)... | 115,000 | 6 | June & Dec. | " | 1876 | .... | Domestic (K) Bonds..... | 63,500 | 6 | Jan. & July. | " | '80-'92 | .... |
| Joseph & Denver City: | | | | | | | South Georgia and Florida: | | | | | | |
| 1st Mort. (E. D.) gold tax free... | 1,500,000 | 8 | Feb. & Aug. | N. Y. & Lond. | 1899 | .... | 1st Mort. assumed by Atl. & Gulf | 484,000 | 7 | May & Nov. | New York. | 1888 | .... |
| 1st M.(W.D.)land grant, g'd tax fr | 5,500,000 | 8 | " " " | " | 1900 | .... | 2d Mort. " " " | 200,000 | 7 | " " " | " | 1889 | .... |
| St. Joseph and St. Louis: | | | | | | | South Mountain Iron (Cumb. Val.): | | | | | | |
| 1st Mortgage..... | 1,000,000 | 6 | May & Nov. | New York | 1893 | .... | 1st Mortgage guaranteed..... | 200,000 | 6 | June & Dec. | Philadelphia. | 1888 | .... |
| St. Louis, Alton and Terre Haute: | | | | | | | 2d Mortgage for \$200,000..... | 177,500 | 7 | March & Sept. | " | 1884 | .... |
| 1st Mortgage skg fd. (Series A) | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 115 | South and North Alabama. | | | | | | |
| 1st Mortgage skg fd. (Series B) | 1,100,000 | 7 | April & Oct. | " | 1894 | .... | 1st Mort. endor. by Ala. gold... | 391,000 | 8 | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage preferred (Series C) | 1,400,000 | 7 | Feb. & Aug. | " | 1894 | .... | Sterling Mort. guar. by L. & N. | 21,038,000 | 6 | May & Nov. | London. | .... | .... |
| 2d Mortgage preferred (Series D) | 1,400,000 | 7 | May & Nov. | " | 1894 | 101 1/2 | South Pacific (St. Louis & San F.): | | | | | | |
| 2d Mortgage Income (Series E) | 1,700,000 | 7 | " " " | " | 1884 | 90 | 1st Mortgage gold, assumed.... | 7,194,500 | 6 | Jan. & July. | New York. | 1888 | 101 |
| Equipment Mortgage..... | 300,000 | 10 | March & Sept. | " | 1894 | .... | South Shore (Mass.): | | | | | | |
| St. Louis Iron Mt. and Southern: | | | | | | | 1st Mortgage, sinking fund..... | 150,000 | 6 | April & Oct. | Boston. | '80-'81 | 100 |
| 1st Mort. (St. Louis & Iron Mt.) | 4,000,000 | 7 | Feb. & Aug. | New York. | 1892 | 115 1/2 | South Side, Va. (A., M. and O.): | | | | | | |
| 2d Mort. (") | 6,000,000 | 7 | May & Nov. | " | 1897 | 108 1/2 | 1st preferred bonds..... | 675,000 | 8 | Jan. & July. | New York. | '84-'90 | 110 |
| 1st Mort. L.G. (Arkansas Br'h) | 2,500,000 | 7 | June & Dec. | " | 1897 | 104 | 2d preferred bonds..... | 621,000 | 6 | " " " | " | '84-'90 | 98 |
| 1st Mort. (Osage, Ark. & Tex.) | 1,500,000 | 7 | " " " | " | 1897 | 104 | 3d preferred bonds..... | 452,800 | 6 | " " " | " | '84-'90 | 91 |
| Consolidated Mortgage..... | 1,500,000 | 7 | " " " | " | 1899 | .... | Southern Central (N.Y.): | | | | | | |
| St. Louis, Jacksonville & Chicago: | | | | | | | 1st Mortgage, skg fund conv..... | 1,500,000 | 7 | Feb. & Aug. | New York. | 1899 | .... |
| 1st Mortgage..... | 2,928,000 | 7 | April & Oct. | New York. | 1894 | .... | 2d Mortgage..... | 600,000 | 7 | March & Sept. | " | 1882 | 108 |
| 2d Mortgage..... | 548,000 | 7 | Jan. & July. | " | 1898 | .... | Southern Iowa and Cedar Rapids: | | | | | | |
| St. Louis, Kansas City & North: | | | | | | | 1st Mortgage gold..... | 1,500,000 | 7 | May & Nov. | New York. | 1900 | .... |
| 1st Mortgage (North Missouri) | 6,000,000 | 7 | Jan. & July. | New York. | 1895 | 114 1/2 | Southern L. L.: | | | | | | |
| Real estate & 2d Mt. for \$3,000,000 | 2,993,000 | 7 | March & Sept. | " | 1896 | 100 | 1st Mortgage (South Side R. R.) | 750,000 | 7 | March & Sept. | New York. | 1887 | 80 |
| St. Louis, Lawrence and Denver: | | | | | | | 2d Mort., Sinking Fund..... | 1,500,000 | 7 | May & Nov. | " | 1900 | 17 |
| 1st Mort. guar. by Atl. and Pac. | 1,020,000 | 6 | Jan. & July. | New York. | 1901 | .... | Southern Minnesota: | | | | | | |
| St. Louis and South Eastern: | | | | | | | 1st Mortgage land grant tax free | 3,340,000 | 8 | Apr. & Oct. | New York. | '78-'88 | .... |
| 1st Mort. gold skg fund conv..... | 2,207,000 | 7 | May & Nov. | New York. | 1894 | .... | 2d Mortgage, land grant..... | 1,252,000 | 7 | Jan. & July. | " | 1890 | .... |
| 1st M. (Evans, D.) gold skg fd. conv. | 1,000,000 | 7 | " " " | " | 1896 | .... | Southern (Cal.) Pacific: | | | | | | |
| 1st Mort. (Evans, Hen. & Nash.) | 1,000,000 | 7 | Jan. & July. | " | 1897 | .... | 1st Mortgage gold for \$28,000,000. | 11,000,000 | 6 | April & Oct. | New York. | .... | 95 |
| Consol. Mort. Skg. Fund..... | 2,000,000 | 7 | Feb. & Aug. | " | 1902 | .... | Southern Pennsylvania: | | | | | | |
| St. Louis, Van. & T. H. (T.H. & L.): | | | | | | | 1st Mortgage gold..... | 625,000 | 7 | March & Sept. | Philadelphia. | 1900 | .... |
| 1st Mortgage, guaranteed..... | 1,899,000 | 7 | Jan. & July. | New York. | 1897 | .... | 2d Mortgage gold..... | 88,000 | 7 | " " " | " | 1890 | .... |
| 2d Mortgage, (A.) guaranteed..... | 1,000,000 | 7 | May & Nov. | " | 1898 | .... | South Western (Gen. of Ga.): | | | | | | |
| 2d Mortgage (B.) convertible..... | 1,000,000 | 7 | " " " | " | 1898 | .... | 1st Mortgage, various conv..... | 391,000 | 7 | various. | Macon. | '72-'86 | .... |
| St. Louis and San Francisco: | | | | | | | 1st Mortgage (Muscoogee) conv..... | 300,000 | 7 | " " " | " | '72-'76 | .... |
| 2d Mortgage A. for \$500,000..... | 319,840 | 6 | May & Nov. | New York. | 1906 | 97 | Spartanburg and Union: | | | | | | |
| 2d Mort. B. & C. for \$5,200,000. | 4,959,142 | 2 | " " " | " | 1906 | 75 | 1st Mortgage, end. by S. Car.... | 350,000 | 7 | Jan. & July. | Charleston. | 1879 | .... |
| S. Paul and Pacific 1st Division: | | | | | | | 1st Mortgage not endorsed..... | 198,370 | 7 | " " " | " | 1879 | .... |
| 1st Mort. (St. P. to St. Anth.) 10m. | 120,000 | 8 | March & Sept. | New York. | 1892 | .... | Springfield, Athol & Northeastern: | | | | | | |
| 1st M. (St. Paul to Wabash) 8m. | 586,000 | 7 | Jan. & July. | " | 1892 | .... | 1st Mortgage..... | 416,000 | 7 | Jan. & July. | Boston. | '83-'91 | .... |
| 2d Mort. (do.) & 1st land gr. | 1,145,750 | 7 | June & Dec. | " | 1892 | .... | Springfield & Illinois S. Eastern: | | | | | | |
| 1st M. (Main L.) R.R. & Lands. | 3,000,000 | 7 | May & Nov. | London. | .... | .... | 1st Mortgage gold, tax free..... | 3,400,000 | 7 | Feb. & Aug. | New York. | 1899 | .... |
| 2d M. (do.) R. R. & Lands. | 8,500,000 | 7 | " " " | " | .... | .... | 2d Mortgage gold, tax free..... | 446,000 | 7 | April & Oct. | " | 1900 | .... |
| General Mortgage for \$15,000,000. | | | | | | | Springfield and Northwestern: | | | | | | |
| St. Paul, Stillwater & Taylor's F.: | | | | | | | 1st Mortgage gold, skg fund.... | 500,000 | 7 | Feb. & Aug. | New York. | 1901 | .... |
| 1st Mortgage..... | 450,000 | 8 | Jan. & July. | New York. | 1901 | .... | Staten Island: | | | | | | |
| Salem (West Jersey): | | | | | | | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1886 | 55 |
| 1st Mortgage guar..... | 100,000 | 6 | Jan. & July. | Philadelphia. | 1878 | 100 | Stanstead, Shefford and Chamblay: | | | | | | |
| Salem and Lowell (B. & L.): | | | | | | | 1st Mort., Guar. by Cent. Vern. | 500,000 | 7 | Jan. & July. | Boston. | 1887 | 22 |
| 1st Mortgage..... | 226,900 | 6 | Feb. & Aug. | Boston. | 1878 | 80 | Sullivan (Central Verm.): | | | | | | |
| Sand., Mansfield & Newark (B. & O.) | | | | | | | 2d Mortgage..... | 250,000 | 6 | Feb. & Aug. | Boston. | 1881 | .... |
| 1st Mortgage guaranteed..... | 2,301,000 | 7 | Jan. & July. | New York. | 1900 | 91 | Sullivan and Erie: | | | | | | |
| Saratoga & Whitehall (R. & S.): | | | | | | | 1st Mortgage, skg fund..... | 1,000,000 | 7 | May & Nov. | New York. | 1886 | .... |
| 1st Mortgage, guaranteed..... | 400,000 | 7 | March & Sept. | New York. | 1886 | .... | Summit Branch: | | | | | | |
| Savannah, Albany & Gulf (A. & G.): | | | | | | | 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | N.Y., Bost. Ph. | 1904 | 94 |
| Sectional Mort..... | 510,000 | 7 | Jan. & July. | New York. | Var. | .... | Sunbury and Lewiston: | | | | | | |
| Savannah and Charleston: | | | | | | | 1st Mortgage gold..... | 1,200,000 | 7 | April & Oct. | Philadelphia. | 1890 | .... |
| 1st Mortgage (Sav. & Char.)..... | 500,000 | 7 | Jan. & July. | New York. | 1889 | .... | Income Mort. gold..... | 200,000 | 6 | " " " | " | 1891 | .... |
| State guaranteed (O. & B.) bonds. | 505,000 | 6 | March & Sept. | Charleston. | 1877 | .... | Suspens. Bridge & Erie June. (E.): | | | | | | |
| Funded Interest bonds, guar..... | 111,900 | 7 | " " " | New York. | 1889 | .... | 1st Mortgage..... | 1,000,000 | 7 | " " " | New York. | .... | .... |
| Savannah, Griffin & North Ala.: | | | | | | | Syracuse, Bing. & N.Y. (D.L. & W.): | | | | | | |
| 1st Mortgage for \$500,000 guar... | 162,000 | 7 | Jan. & July. | Macon. | 1891 | .... | 1st Consol. Mortgage..... | 1,750,000 | 7 | April & Oct. | New York. | 1906 | .... |
| Savannah and Memphis: | | | | | | | 2d Mortgage (now 1st)..... | 270,000 | 7 | June & Dec. | " | 1887 | 116 1/2 |
| 1st Mort., gold, endor. by State. | 16,000pm | 8 | May and Nov. | New York. | 1890 | .... | Syracuse and Chenango Valley: | | | | | | |
| Schenectady & Susq. (D. & H. Can.): | | | | | | | 1st Mort. gold, for \$500,000..... | 500,000 | 7 | Feb. and Aug. | New York. | 1891 | .... |
| 1st Mortgage gold, tax free..... | 400,000 | 7 | Jan. & July. | New York. | 1900 | .... | Tebo and Neosho (M. K. & T.): | | | | | | |
| Schoolcraft & Three R. (L.S. & M.S.): | | | | | | | 1st Mortgage gold, skg fund.... | 1,163,000 | 7 | June & Dec. | New York. | 1903 | .... |
| 1st Mortgage..... | 100,000 | 8 | Jan. & July. | New York. | 1887 | .... | Terre Haute & Indianapolis: | | | | | | |
| Seaboard and Roanoke: | | | | | | | 1st Mortgage..... | 800,000 | 7 | April & Oct. | New York. | 1879 | .... |
| 1st Mortgage..... | 210,000 | 7 | Jan. & July. | New York. | 1880 | .... | Bonds of 1873 for \$1,600,000..... | 516,000 | 7 | " " " | " | 1894 | .... |
| Seima and Gulf: | | | | | | | Texas and Pacific: | | | | | | |
| 1st Mort. (guar. by Ala.)..... | 1,588,000 | 8 | April & Oct. | New York. | 1890 | .... | 1st Mortgage, 3,000 per mile.... | 3,552,000 | 6 | Mar. & Sept. | N.Y., Ph. Lon. | 1905 | 107 1/2 |
| Seima, Marion and Memphis: | | | | | | | Consolidated Mortgage..... | 7,548,000 | 6 | June & Dec. | " | 1905 | 97 |
| 1st Mort. guar. by Ala..... | 16,000pm | 8 | March & Sept. | New York. | 1889 | .... | Income and Land Grant..... | 7,704,225 | 7 | July. | N. Y. & Phil. | 1915 | 73 1/2 |
| Seima, Rome and Dalton: | | | | | | | Toledo, Can. Southern & Detroit: | | | | | | |
| 1st Mortgage, tax free..... | 3,000,000 | 7 | April & Oct. | New York. | 1887 | .... | 1st Mortgage..... | 1,500,000 | 7 | Jan. and July. | .... | 1906 | 50 1/2 |
| 2d Mortgage..... | 4,000,000 | 7 | Jan. & July. | " | 1891 | .... | Toledo, Peoria and Warsaw: | | | | | | |
| Equipment Mortgage..... | 230,000 | 10 | " " " | " | 1881 | .... | 1st Mortgage (Eastern Div.).... | 1,600,000 | 7 | June & Dec. | New York. | 1894 | .... |
| Shamokin Valley & Pottav. (N.C.): | | | | | | | 1st Mortgage (Western Div.).... | 1,800,000 | 7 | Feb. and Aug. | " | 1896 | 120 |
| 1st Mortgage, on road and lands. | 2,000,000 | 7 | Jan. & July. | Philadelphia. | 1901 | 104 | 2d Mort. conv. (")..... | 1,300,000 | 7 | April & Oct. | " | 1886 | .... |

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|------------|--------------|-------------------|----------------|---------|---------|-------------------------------------|-----------|-------|-------------------|----------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Troy & Bennington (T. & B.): | \$ | | | | | | Western Maryland: | \$ | | | | | |
| 1st Mortgage skg fund, guar.... | \$9,700 | 7 | Jan. & July. | Troy. | 1878 | .... | 1st Mortgage, unencumbered..... | 400,000 | 6 | Jan. and July. | Baltimore. | 1890 | 108 |
| Troy and Boston. | | | | | | | 1st Mort. endor. by Balt..... | 200,000 | 6 | " " " | " | 1890 | 114 |
| 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1887 | .... | 2d Mort. " " " " " " " " | 300,000 | 6 | " " " | " | 1890 | 108 |
| 2d Mortgage..... | 300,000 | 7 | April & Oct. | " " " | 1888 | .... | 2d Mort. endor. by Wash. Co..... | 300,000 | 6 | " " " | " | 1890 | 108 |
| 3d Mortgage..... | 650,000 | 7 | May and Nov. | " " " | 1878 | .... | 2d Mortgage preferred..... | 600,000 | 6 | " " " | " | 1890 | 89 |
| Convertible Bonds..... | 648,000 | 7 | " " " | " " " | 1882 | .... | 3d Mortgage endor. by Balt..... | 875,000 | 6 | " " " | " | 1900 | 115 |
| Troy, Salem & Rutland (R. & S.): | | | | | | | 4th Mortgage..... | 1,000,000 | 6 | " " " | " | 1900 | .... |
| 1st Mortgage, guaranteed..... | 500,000 | 7 | May and Nov. | New York. | 1890 | .... | Western Pacific (Cen. Pac.): | | | | | | |
| Troy Union (and Depot): | | | | | | | 1st Mort. assumed..... | 2,735,000 | 60 | Jan. and July. | New York. | 1890 | 110 |
| 1st Mortgage, guaranteed..... | 680,000 | 6 | Jan. & July. | New York. | 1878 | .... | Western Pennsylvania (Penn.): | | | | | | |
| Tuckerton: | | | | | | | 1st Mortgage..... | 800,000 | 6 | Apr. and Oct. | Philadelphia. | 1890 | 108 |
| 1st Mortgage..... | 408,000 | 7 | April & Oct. | Philadelphia. | 1901 | .... | 1st Mortgage (Pittsb. Branch). .. | 1,000,000 | 6 | Jan. and July. | " | 1890 | 104 |
| Union Pacific: | | | | | | | General Mortgage..... | 1,300,000 | 7 | " " " | " | .... | .... |
| 1st Mortgage gold, tax free..... | 27,231,000 | 60 | Jan. & July. | N. Y. & Bos. | '96-'99 | 111 1/2 | Western Union (Chl., M. & St. P.): | | | | | | |
| 1st Mort. Land Grant..... | 7,145,000 | 7 | Apr. and Oct. | " " " | 1887 | 113 1/2 | 1st Mortgage for \$5,000,000..... | 3,500,000 | 7 | Jan. and July. | New York. | 1896 | .... |
| 2d Mortgage (Gov. subd'y)..... | 27,236,512 | 6 | Jan. & July. | U.S. Treasury. | '96-'99 | .... | West Jersey: | | | | | | |
| 3d Mortgage Sinking Fund..... | 13,861,000 | 8 | March & Sept. | New York. | 1894 | 115 1/2 | Debenture bonds guar. by C. & A. | 400,000 | 6 | March & Sept. | Camden. | 1893 | .... |
| Omaha Bridge Bonds Sterling..... | 2,225,000 | 80 | Apr. and Oct. | London. | 1896 | .... | 1st Mortgage..... | 1,000,000 | 6 | Jan. and July. | " | 1896 | 109 1/2 |
| Union Pacific (Central Div.): | | | | | | | 1st Mortgage (Salem) guar..... | 100,000 | 6 | " " " | Philadelphia. | 1878 | .... |
| 1st Mortgage gold, tax free..... | 1,000,000 | 60 | May and Nov. | New York. | 1895 | .... | 1st Mort. (Swedenborg) guar..... | 200,000 | 6 | June & Dec. | Camden. | .... | .... |
| 2d Mortgage (Gov. subd'y)..... | 1,000,000 | 6 | Jan. & July. | U.S. Treasury. | '96-7-8 | .... | 2d Mort. (Cape May & Millville) | 600,000 | 7 | Apr. and Oct. | " | .... | .... |
| Union Pacific, S. Br. (M.K. & T.): | | | | | | | Consolidated Mortgage..... | 1,000,000 | 7 | " " " | " | 1899 | 117 |
| 1st Mortgage gold, skg fund..... | 3,220,000 | 60 | Jan. & July. | New York. | 1899 | .... | West Wisconsin: | | | | | | |
| Union & Titusville P., Y. & Bufr.) | | | | | | | 1st Mort. land gr. gold skg fund | 3,900,000 | 70 | Jan. and July. | N. Y. or Lond. | 1887 | .... |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1890 | 94 1/2 | 1st Mort. (Southern Extension)..... | 640,000 | 70 | " " " | " | 1902 | .... |
| United N. J. R. R. & Canal Cos. | | | | | | | White Water Valley: | | | | | | |
| Loan of 1901 (United Compan's) | 3,000,000 | 6 | March & Sept. | Philadelphia. | 1901 | 105 | 1st Mortgage..... | 1,021,840 | 8 | Feb. and Aug. | Cincinnati. | 1890 | 10 |
| Loan of 1891 (United Compan's) | 1,844,000 | 50 | " " " | London. | 1894 | .... | Wico Mico and Pocumoke: | 200,000 | 6 | Jan. and July. | New York. | 1898 | .... |
| Sterling Loan \$500,000 (U. Co's) | 1,800,000 | 60 | " " " | " | 1894 | .... | 1st Mortgage..... | 350,000 | 8 | May and Nov. | New York. | 1900 | .... |
| Sterling Loan \$300,000 (") | 2,000,000 | 6 | Apr. and Oct. | Philadelphia. | 1894 | .... | Williamson and Tarboro': | | | | | | |
| Loan of 1894 E. Fund (") | 154,000 | 7 | Feb. and Aug. | " | 1888 | 98 | 1st Mortgage..... | 350,000 | 8 | May and Nov. | New York. | 1900 | .... |
| Loan of 1895 (United Compan's) | 500,000 | 7 | (Feb. 90 days | after demand.) | 1880 | 100 | Wilmington, Colum. & Augusta: | | | | | | |
| 3rd to State of N. Jer. (U. Co's) | 1,310,000 | 60 | Feb. and Aug. | London. | 1880 | 100 | 1st Mortgage..... | 3,800,000 | 7 | June & Dec. | Baltimore. | 1900 | 55 |
| Sterling S. F. \$225,000 (C. & A.) | 1,700,000 | 6 | " " " | Philadelphia. | 1883 | 105 1/2 | Wilmington and Reading: | | | | | | |
| Loan of 1885 (Camden & Amb'y) | 866,000 | 6 | June & Dec. | Princeton. | 1889 | 105 1/2 | 1st Mortgage..... | 1,200,000 | 7 | Apr. and Oct. | Philadelphia. | 1900 | 43 |
| Loan of 1889 (") | 5,000,000 | 6 | May and Nov. | Philadelphia. | 1889 | 113 | 2d Mortgage coupon or regis..... | 1,700,000 | 7 | Jan. and July. | " | 1902 | 10 |
| Mortg. Loan (") | 450,000 | 6 | Feb. and Aug. | New York. | 1879 | .... | Wilmington and Weldon: | | | | | | |
| Loan of '78 (N. J. R. R. & T. Co.) | 100,000 | 7 | Apr. and Oct. | N. Y. (Over | Due.) | .... | Sterling Bonds..... | 648,700 | 60 | Jan. and July. | London. | 1881 | .... |
| Bond to State of N. J. (do.) | | | | | | | Sterling Bonds..... | 221,400 | 70 | May and Nov. | " | 1886 | .... |
| Utah Central: | | | | | | | Sinking Fund gold, Bonds..... | 749,000 | 70 | Jan. and July. | New York. | 1896 | 104 |
| 1st Mortgage..... | 1,000,000 | 6 | Jan. & July. | Salt Lake City | 1890 | .... | Wilmington and Western (Del.): | | | | | | |
| Utah Southern: | | | | | | | 1st Mortgage..... | 500,000 | 7 1/2 | J. A. J. & O. | Phil. & Wilm. | 1892 | .... |
| 1st Mortgage..... | 660,000 | 7 | Jan. & July. | Salt Lake City | 1891 | .... | Winona & St. Peter (C. & N. W.): | | | | | | |
| Utica and Black River: | | | | | | | 1st Mortgage \$20,000 p. m..... | 2,750,000 | 7 | Jan. and July. | New York. | 1887 | 108 |
| 1st Mortgage..... | 200,000 | 7 | Jan. & July. | N. Y. & Utica. | 1878 | .... | 2d Mortgage \$12,000 p. m..... | 1,650,000 | 7 | May and Nov. | " | 1907 | 115 |
| Bonds of 1871 (2d issue)..... | 575,000 | 7 | " " " | " | 1891 | .... | Extension mortgage bonds..... | 4,313,000 | 70 | June & Dec. | " | 1916 | .... |
| Utica, Ithaca and Elmira: | | | | | | | Wisconsin Central: | | | | | | |
| 1st Mortgage, Sterling..... | 1,500,000 | 7 1/2 | Jan. & July. | London. | 1902 | .... | M. L. G. gold S. F. \$25,000pm | 4,613,900 | 70 | Jan. and July. | Boston. | 1901 | .... |
| Vermont Cent.—See Central Vt. | | | | | | | Worcester (Md.): | | | | | | |
| Vermont and Massachusetts: | | | | | | | 1st Mortgage..... | 210,000 | 6 | Jan. and July. | Baltimore. | 1891 | .... |
| 1st Mortgage sinking fund..... | 550,000 | 6 | Jan. and July. | Boston. | 1883 | 110 1/2 | Worcester and Naahua: | | | | | | |
| Convertible bonds, tax free..... | 200,000 | 7 | " " " | " | 1879 | 11 1/2 | Plain Bonds..... | 125,000 | 7 | Jan. and July. | Boston. | 1881 | .... |
| Convertible bonds..... | 160,000 | 7 | " " " | " | 1886 | 167 | Plain Bonds..... | 185,300 | 6 | Various. | " | '81-'87 | 77 |
| Vicksburg and Meridian: | | | | | | | Plain Bonds..... | 250,000 | 7 | Apr. and Oct. | " | 1895 | .... |
| General (1st series (red))..... | 717,500 | 7 | Jan. and July. | Philadelphia. | 1890 | .... | Plain Bonds..... | 400,000 | 7 | Feb. and Aug. | " | 1896 | 30 1/2 |
| Mortgage (2d series (blue))..... | 850,000 | 7 | " " " | " | 1890 | .... | CANAL BONDS. | | | | | | |
| 3d series (black)..... | 138,700 | 7 | " " " | " | 1890 | .... | Chesapeake and Delaware: | | | | | | |
| 4th series (not end.)..... | 1,141,700 | 7 | Apr. and Oct. | " | 1890 | .... | 1st Mortgage sinking fund..... | 1,963,750 | 6 | Jan. and July. | Philadelphia. | 1896 | 79 |
| Special Loan 1871..... | 213,000 | 8 | Jan. and July. | " | 1880 | .... | Chesapeake and Ohio: | | | | | | |
| Vineland: | | | | | | | Sterling Loan guaranteed..... | 4,375,000 | 50 | J. A. J. & O. | London. | 1890 | .... |
| 1st Mortgage tax free..... | 750,000 | 7 | Apr. and Oct. | New York. | 1890 | .... | Preferred Bonds (next lien)..... | 1,099,500 | 6 | Jan. and July. | Baltimore. | 1885 | 40 |
| Virginia & Tennessee (A.M. & O.): | | | | | | | Delaware Division (L.O. & N.): | | | | | | |
| 1st Mortgage..... | 5,000 | 6 | Jan. and July. | N. Y. & Lynch. | 1873 | .... | 1st Mortgage, guaranteed..... | 800,000 | 6 | Jan. & July. | Philadelphia. | 1898 | 90 |
| 2d Mortgage..... | 990,000 | 6 | " " " | " | 1884 | 101 1/2 | Delaware and Hudson: | | | | | | |
| 3d Mortgage..... | 999,000 | 8 | March & Sept. | " | 1900 | 117 | 1st Mort. (2d series, July 1, 1899 | 3,500,000 | 7 | Jan. and July. | New York. | 1884 | 104 1/2 |
| 5th Mortgage..... | 94,191 | 8 | Jan. and July. | " | 1875 | .... | reg. (2d series, Jan. 1, 1871 | 5,000,000 | 7 | " " " | " | 1891 | 107 1/2 |
| Registered Certificates..... | 226,900 | 8 | " " " | " | 1890 | .... | Coupon bonds of 1874..... | 3,000,000 | 7 | Apr. and Oct. | " | 1894 | 112 |
| Funded Interest..... | | | | | | | Registered bonds of 1874..... | 2,000,000 | 7 | " " " | " | 1894 | 112 |
| Walkill Valley (Erie): | | | | | | | Lehigh Coal and Navigation: | | | | | | |
| 1st Mortgage gold, tax free..... | 810,500 | 70 | Apr. and Oct. | New York. | 1901 | .... | Loan of 1877, Debentures..... | 762,779 | 6 | June & Dec. | Philadelphia. | 1877 | .... |
| Warren (D. & W.): | | | | | | | Convertible Debentures..... | 41,550 | 6 | " " " | " | 1882 | 75 |
| 1st Mortgage, guaranteed..... | 511,400 | 7 | Feb. and Aug. | New York. | 1878 | .... | Convertible Loan, gold..... | 771,000 | 60 | March & Sept. | " | 1894 | 168 1/2 |
| 2d Mortgage, guaranteed..... | 760,000 | 7 | May and Nov. | " | 1900 | 100 | 1st Mortgage, registered..... | 6,881,938 | 6 | J. A. J. & O. | " | 1884 | 107 1/2 |
| Warren & Franklin (P. T. & B.): | | | | | | | 1st Mortgage, reg. (R. R.)..... | 2,000,000 | 6 | F. M. A. & N. | " | 1897 | 107 |
| 1st Mortgage, assumed..... | 1,500,000 | 7 | Feb. and Aug. | Philadelphia. | 1882 | 102 | Mortgage (equip.) Loan, gold..... | 4,688,500 | 60 | June & Dec. | " | 1897 | 105 |
| Warwick Valley (Erie): | | | | | | | Consolidated Mortgage..... | 1,115,000 | 7 | " " " | " | 1911 | 138 1/2 |
| 1st Mortgage..... | 80,000 | 7 | Apr. and Oct. | New York. | 1880 | .... | Greenwood Mortgage Loan..... | 717,000 | 7 | Feb. and Aug. | " | 1892 | 80 |
| Wasatch and Jordan Valley: | | | | | | | Greenwood Mortgage Loan..... | 140,000 | 6 | Apr. and Oct. | " | 1877 | .... |
| 1st Mortgage..... | 150,000 | 90 | May and Nov. | New York. | 1893 | .... | Monongahela Navigation: | | | | | | |
| Wash'gton City, Va. Md. & Gt. So. | | | | | | | 1st Mortgage..... | 108,000 | 6 | Jan. and July. | New York. | 1887 | .... |
| 1st Mort. (O., Alex. & Manassas) | 1,650,000 | 7 | Jan. and July. | Baltimore. | 1882 | 85 1/2 | Morris (and Banking): | | | | | | |
| 2d Mort. (") | 350,000 | 7 | " " " | " | 1891 | .... | 1st Mortgage..... | 500,000 | 6 | Apr. and Oct. | Philadelphia. | 1876 | 90 |
| 1st Mort. (Orange & Alexandria) | 400,000 | 6 | May and Nov. | " | 1873 | .... | Boat Loan, sinking fund..... | 328,966 | 7 | Apr. and Oct. | " | 1899 | 100 1/2 |
| 2d Mort. (") | 1,200,000 | 6 | Jan. and July. | " | 1875 | 110 | Preferred Stock Dividend Scrip. | 108,164 | 7 | Jan. and July. | " | 1887 | .... |
| 3d Mort. (") | 600,000 | 8 | May and Nov. | " | 1873 | 90 | Pennsylvania: | | | | | | |
| 4th Mort. (") | 700,000 | 8 | March & Sept. | " | 1880 | 47 | 1st Mortgage skg fund guar..... | 2,805,000 | 6 | Jan. and July. | Philadelphia. | 1910 | 91 |
| Funded Coupons (do.) | 722,664 | .... | " " " | " | 1896 | .... | 1st Mortgage (W. V. Val. Can.)... | 800,000 | 6 | " " " | " | 1878 | .... |
| 1st Mort. (Lynchburg & Danville) | 591,030 | .... | Apr. and Oct. | " | 1896 | .... | Schuylkill Navigation (Ph. & Edg): | | | | | | |
| Virginia State Loan..... | 113,932 | .... | Jan. and July. | " | '92-'98 | .... | 1st Mortgage..... | 1,714,390 | 6 | March & Sept. | Philadelphia. | '72-'97 | 103 |
| Washington and Ohio: | | | | | | | 2d Mortgage..... | 3,960,352 | 6 | Jan. and July. | " | '82-'97 | 80 |
| 1st Mort. (Alex. Lou & A. S.) | 47,000 | .... | May and Nov. | New York. | 1898 | .... | Improvement bonds..... | 200,000 | 6 | May and Nov. | " | 1913 | 90 |
| 1st Mortgage for \$939,000..... | 256,670 | 70 | Apr. and Oct. | " | 1901 | 35 | Boat and Car Loan..... | 754,650 | 6 | " " " | " | 1916 | .... |
| Westchester and P. J. & S. S. S. S. S. | | | | | | | Boat and Car Loan..... | 621,000 | 7 | " " " | " | 1916 | .... |
| General Mortgage, tax free..... | 1,100,000 | 7 | Apr. and Oct. | Philadelphia. | 1891 | 110 1/2 | Coupon Bonds..... | 1,300,000 | 6 | Jan. and July. | " | 1896 | .... |
| Western North Carolina: | | | | | | | Susquehanna and Tide Water: | | | | | | |
| 1st Mortgage..... | 850,000 | 8 | Jan. and July. | " | 1890 | .... | 2d Mortgage (Maryland Loan)... | 1,000,000 | 6 | Jan. and July. | Phila. & Balt. | 1886 | .... |
| Western of Alabama: | | | | | | | 3d Mortgage (Susqueh. Canal)... | 1,311,000 | 6 | " " " | " | 1879 | 40 |
| 1st Mortgage (Western R. R.)... | 600,000 | 8 | Apr. and Oct. | New York. | 1888 | .... | Pres. Int. Bds (") | 824,810 | 6 | " " " | " | 1894 | .... |
| 1st Mortgage (M. & W. Point R. R.) | 750,000 | 8 | " " " | " | 1881 | .... | Union: | | | | | | |
| 2d Mortgage (consols guar.)... | 1,155,000 | 8 | " " " | " | 1900 | .... | 1st Mortgage..... | 2,000,000 | 6 | May and Nov. | Philadelphia. | 1898 | .... |
| Income Mortgage..... | 602,900 | 8 | Various. | " | Var. | .... | West Branch & Susque. (Penn.): | | | | | | |
| Western Union Telegraph: | | | | | | | 1st Mortgage..... | 450,000 | 6 | Jan. and July. | Philadelphia. | 1871 | .... |
| 1st Mortgage..... | 7 | May and Nov. | New York. | 1875 | .... |  | 2d Mortgage..... | 238,000 | 6 | " " " | " | 1883 | .... |
| Real Estate Bonds, Sinking Fund. | 1,378,000 | 70 | " " " | " | 1902 | 120 | | | | | | | |
| Bonds (S. F.) Conv. till May '98 | 9,620,090 | 60 | " " " | " | 1900 | .... |  |  |  |  |  |  |  |
| Sterling Bonds, Sinking Fund..... | 901,234 | 60 | March & Sept. | London. | 1900 | .... |  |  |  |  |  |  |  |

18.22: 948¹⁶ occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are distinguished by a "G."

Land Grant Railroads are printed in "Italics." Statesaid Railroads are distinguished by a "S."

[illegible]

| | | | | | | | |
|----------------|-------|-----------|--------|---------|---------|----|----|
| Sept. 20, 1878 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 1, 1878 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 15, 1878 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 30, 1878 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Nov. 15, 1878 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Nov. 30, 1878 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Dec. 15, 1878 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Dec. 31, 1878 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Jan. 15, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Jan. 30, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Feb. 15, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Feb. 28, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Mar. 15, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Mar. 30, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Apr. 15, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Apr. 30, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| May 15, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| May 30, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| June 15, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| June 30, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| July 15, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| July 30, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Aug. 15, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Aug. 30, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Sept. 15, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Sept. 30, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 15, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 30, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Nov. 15, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Nov. 30, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Dec. 15, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Dec. 31, 1879 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Jan. 15, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Jan. 30, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Feb. 15, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Feb. 28, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Mar. 15, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Mar. 30, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Apr. 15, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Apr. 30, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| May 15, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| May 30, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| June 15, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| June 30, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| July 15, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| July 30, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Aug. 15, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Aug. 30, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Sept. 15, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Sept. 30, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 15, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 30, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Nov. 15, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Nov. 30, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Dec. 15, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Dec. 31, 1880 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Jan. 15, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Jan. 30, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Feb. 15, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Feb. 28, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Mar. 15, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Mar. 30, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Apr. 15, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Apr. 30, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| May 15, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| May 30, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| June 15, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| June 30, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| July 15, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| July 30, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Aug. 15, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Aug. 30, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Sept. 15, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Sept. 30, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 15, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 30, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Nov. 15, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Nov. 30, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Dec. 15, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Dec. 31, 1881 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Jan. 15, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Jan. 30, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Feb. 15, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Feb. 28, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Mar. 15, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Mar. 30, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Apr. 15, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Apr. 30, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| May 15, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| May 30, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| June 15, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| June 30, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| July 15, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| July 30, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Aug. 15, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Aug. 30, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Sept. 15, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Sept. 30, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 15, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 30, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Nov. 15, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Nov. 30, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Dec. 15, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Dec. 31, 1882 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Jan. 15, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Jan. 30, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Feb. 15, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Feb. 28, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Mar. 15, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Mar. 30, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Apr. 15, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Apr. 30, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| May 15, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| May 30, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| June 15, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| June 30, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| July 15, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| July 30, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Aug. 15, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Aug. 30, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Sept. 15, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Sept. 30, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 15, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Oct. 30, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Nov. 15, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Nov. 30, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Dec. 15, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Dec. 31, 1883 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Jan. 15, 1884 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Jan. 30, 1884 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Feb. 15, 1884 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Feb. 28, 1884 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Mar. 15, 1884 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Mar. 30, 1884 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Apr. 15, 1884 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| Apr. 30, 1884 | 177.7 | 376.932 | 72,749 | 739,536 | 787,048 | 60 | 60 |
| May 15, 1884 | 177.7 | 376.932</ | | | | | |

| | Operations | Expenses | Values |
|---|------------|----------|--------|
| Abstract of General Balance Sheet. | | | |

| Abstract of General Balance Sheet. | | | | | | | | | | Value of Shares. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 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| Property and Assets. | | | | | Liabilities. | | | | | Operations. | | | | | Earnings. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 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| Rolling Stock. | | | | | Accounts and Cash. | | | | | Stocks. | | | | | Bonds. | | | | | Accounts. | | | | | Surplus Income. | | | | | Railroad Operated. | | | | | Trains Moved. | | | | | Passengers. | | | | | Freight. | | | | | Gross. | | | | | Net. | | | | | Dividends. | | | | | Par. | | | | | Market. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 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| Car. | | | | | Engine. | | | | | 2d Track and Sidings. | | | | | Main Line. | | | | | K. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. | | | | | M. 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|---------------|-----------|---------|---------------|--|------------|-----------|------------|------------|------------|------------|------------|-----------|---------|------------|-----------|------------|------------|-----------|---|----|-----|
| Dec. 31, 1878 | 329,010.0 | 9,626.6 | 1,468,335.128 | Pennsylvania | 18,757,645 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Jan. 30, 1878 | 106.1 | 22.8 | 87.4 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Feb. 30, 1878 | 144.6 | 34.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Mar. 30, 1878 | 183.0 | 44.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Apr. 30, 1878 | 221.4 | 54.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| May 30, 1878 | 259.8 | 64.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Jun. 30, 1878 | 298.2 | 74.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Jul. 30, 1878 | 336.6 | 84.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Aug. 30, 1878 | 375.0 | 94.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Sep. 30, 1878 | 413.4 | 104.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Oct. 31, 1878 | 451.8 | 114.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Nov. 30, 1878 | 490.2 | 124.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Dec. 31, 1878 | 528.6 | 134.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Jan. 30, 1879 | 567.0 | 144.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Feb. 30, 1879 | 605.4 | 154.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Mar. 30, 1879 | 643.8 | 164.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Apr. 30, 1879 | 682.2 | 174.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| May 30, 1879 | 720.6 | 184.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Jun. 30, 1879 | 759.0 | 194.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Jul. 30, 1879 | 797.4 | 204.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Aug. 30, 1879 | 835.8 | 214.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Sep. 30, 1879 | 874.2 | 224.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Oct. 31, 1879 | 912.6 | 234.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Nov. 30, 1879 | 951.0 | 244.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Dec. 31, 1879 | 989.4 | 254.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Jan. 30, 1880 | 1,027.8 | 264.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Feb. 30, 1880 | 1,066.2 | 274.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Mar. 30, 1880 | 1,104.6 | 284.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Apr. 30, 1880 | 1,143.0 | 294.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| May 30, 1880 | 1,181.4 | 304.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Jun. 30, 1880 | 1,219.8 | 314.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Jul. 30, 1880 | 1,258.2 | 324.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Aug. 30, 1880 | 1,296.6 | 334.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Sep. 30, 1880 | 1,335.0 | 344.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Oct. 31, 1880 | 1,373.4 | 354.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Nov. 30, 1880 | 1,411.8 | 364.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Dec. 31, 1880 | 1,450.2 | 374.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Jan. 30, 1881 | 1,488.6 | 384.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Feb. 30, 1881 | 1,527.0 | 394.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Mar. 30, 1881 | 1,565.4 | 404.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Apr. 30, 1881 | 1,603.8 | 414.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| May 30, 1881 | 1,642.2 | 424.0 | 84.0 | Pennsylvania and N. York (D. & H. Penn.) | 4,688,658 | 1,183,128 | 77,082,508 | 11,309,461 | 68,570,200 | 55,114,760 | 19,096,887 | 4,057,515 | 1,085.0 | 12,947,268 | 5,205,757 | 10,545,762 | 20,317,140 | 9,396,057 | 2 | 60 | 100 |
| Jun. 30, 1881 | 1,680.6 | 434.0 | 84.0 | Penn | | | | | | | | | | | | | | | | | |

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 3.

| | Th. 26 | F. 27 | Sat. 28 | M. 1 | Tu. 2 | W. 3 |
|--------------------------------|--------|-------|---------|------|-------|------|
| Adams Express..... | 108 | 108 | 109 | 109 | 110 | 110 |
| Albany and Susq..... | 107 | 107 | 108 | 107 | 107 | 107 |
| 1st mortgage..... | 107 | 107 | 108 | 107 | 107 | 107 |
| 2d mortgage..... | 107 | 107 | 108 | 107 | 107 | 107 |
| American Express..... | 110 | 110 | 111 | 111 | 111 | 111 |
| Atlantic & Pacific Tel. 49 | 56 | 56 | 56 | 56 | 56 | 56 |
| Burl. C. R. & Nor..... | 60 | 48 | 48 | 47 | 46 | 46 |
| 1st mortgage..... | 60 | 48 | 48 | 47 | 46 | 46 |
| 2d mortgage..... | 60 | 48 | 48 | 47 | 46 | 46 |
| Canada Southern..... | 69 | 88 | 88 | 89 | 90 | 89 |
| 1st mortgage..... | 69 | 88 | 88 | 89 | 90 | 89 |
| Central of N. Jersey..... | 91 | 90 | 90 | 90 | 91 | 91 |
| 1st mortgage 1890..... | 86 | 86 | 87 | 86 | 88 | 88 |
| 7s, consolidated..... | 110 | 110 | 111 | 111 | 111 | 111 |
| 7s, convertible..... | 110 | 110 | 111 | 111 | 111 | 111 |
| Central Pacific..... | 81 | 81 | 80 | 81 | 82 | 82 |
| 6s, gold..... | 112 | 112 | 112 | 112 | 112 | 112 |
| 1st M. (San Joaquin)..... | 112 | 112 | 112 | 112 | 112 | 112 |
| 1st M. (Cal. and Or.)..... | 112 | 112 | 112 | 112 | 112 | 112 |
| Land Grant..... | 104 | 104 | 104 | 104 | 104 | 104 |
| Chesapeake and Ohio..... | 22 | 21 | 21 | 20 | 22 | 22 |
| Chicago and Alton..... | 107 | 107 | 106 | 107 | 106 | 106 |
| Preferred..... | 107 | 107 | 106 | 107 | 106 | 106 |
| 1st mortgage..... | 107 | 107 | 106 | 107 | 106 | 106 |
| Sinking Fund..... | 107 | 107 | 106 | 107 | 106 | 106 |
| Ohio, Burl. & Quincy..... | 147 | 145 | 144 | 145 | 145 | 145 |
| 7s Consol. 1905..... | 121 | 121 | 121 | 121 | 121 | 121 |
| Ohio, Mil. and St. Paul..... | 80 | 81 | 80 | 81 | 80 | 81 |
| Preferred..... | 104 | 104 | 104 | 104 | 104 | 104 |
| 1st mortgage..... | 128 | 128 | 128 | 128 | 128 | 128 |
| 2d mortgage, 18-10s..... | 128 | 128 | 128 | 128 | 128 | 128 |
| 7s, gold..... | 113 | 113 | 113 | 113 | 113 | 113 |
| 1st M. (La. Crossed div.)..... | 113 | 113 | 113 | 113 | 113 | 113 |
| 1st M. (I. and M. div.)..... | 113 | 113 | 113 | 113 | 113 | 113 |
| 1st M. (I. and D. ext.)..... | 113 | 113 | 113 | 113 | 113 | 113 |
| 1st M. (H. & D. div.)..... | 113 | 113 | 113 | 113 | 113 | 113 |
| 1st M. (C. & M. div.)..... | 113 | 113 | 113 | 113 | 113 | 113 |
| Consolidated S. F..... | 109 | 109 | 109 | 109 | 109 | 109 |
| One. & Northwestern..... | 109 | 109 | 109 | 109 | 109 | 109 |
| Preferred..... | 109 | 109 | 109 | 109 | 109 | 109 |
| 1st mortgage..... | 109 | 109 | 109 | 109 | 109 | 109 |
| Sinking Fund..... | 109 | 109 | 109 | 109 | 109 | 109 |
| Consolidated 7s..... | 128 | 128 | 128 | 128 | 128 | 128 |
| Consol. Gold bonds..... | 117 | 117 | 117 | 117 | 117 | 117 |
| Do. reg..... | 117 | 117 | 117 | 117 | 117 | 117 |
| Ohio, Rock Isl. & Pac..... | 122 | 122 | 122 | 122 | 122 | 122 |
| 6s, 1917..... | 118 | 118 | 118 | 118 | 118 | 118 |
| Olev. Col. C. and Ind..... | 81 | 80 | 79 | 77 | 79 | 79 |
| 1st mortgage..... | 81 | 80 | 79 | 77 | 79 | 79 |
| Olev. & Pittsburg guar..... | 119 | 119 | 119 | 119 | 119 | 119 |
| 7s, Consolidated..... | 119 | 119 | 119 | 119 | 119 | 119 |
| 4th mortgage..... | 119 | 119 | 119 | 119 | 119 | 119 |
| Col., Ohl. & Ind. Cent..... | 23 | 21 | 21 | 21 | 21 | 19 |
| 1st mortgage..... | 92 | 92 | 92 | 92 | 92 | 92 |
| 2d mortgage..... | 92 | 92 | 92 | 92 | 92 | 92 |
| Del. & Hudson Canal..... | 78 | 79 | 80 | 80 | 82 | 84 |
| Reg. 7s, 1891..... | 104 | 104 | 104 | 104 | 104 | 104 |
| Reg. 7s, 1884..... | 104 | 104 | 104 | 104 | 104 | 104 |
| 7s, 1894..... | 112 | 112 | 112 | 112 | 112 | 112 |
| Del., Lack. & Western..... | 90 | 91 | 92 | 91 | 92 | 93 |
| 2d mortgage 7s..... | 90 | 91 | 92 | 91 | 92 | 93 |
| 7s, Consol. 1907..... | 109 | 109 | 109 | 109 | 109 | 109 |
| Erie Railroad..... | 109 | 109 | 109 | 109 | 109 | 109 |
| 1st mortgage..... | 123 | 123 | 123 | 123 | 123 | 123 |
| 2d mortgage..... | 108 | 108 | 108 | 108 | 108 | 108 |
| 3d mortgage..... | 108 | 108 | 108 | 108 | 108 | 108 |
| 4th mortgage..... | 108 | 108 | 108 | 108 | 108 | 108 |
| 5th mortgage..... | 110 | 110 | 110 | 110 | 110 | 110 |
| 7s, Consol. gold..... | 121 | 121 | 120 | 116 | 117 | 117 |
| Great Western 1st mort..... | 108 | 108 | 108 | 108 | 108 | 108 |
| 2d mortgage..... | 108 | 108 | 108 | 108 | 108 | 108 |
| Hannibal & St. Joseph..... | 41 | 40 | 39 | 40 | 40 | 40 |
| Preferred..... | 76 | 76 | 74 | 73 | 74 | 73 |
| 7s, Convertible..... | 109 | 109 | 109 | 109 | 109 | 109 |
| Houston & Tex. Cent..... | 79 | 79 | 80 | 81 | 82 | 85 |
| 1st mortgage..... | 109 | 109 | 109 | 109 | 109 | 109 |
| Illinois Central..... | 103 | 103 | 102 | 102 | 102 | 102 |
| Kansas Pacific..... | 103 | 103 | 102 | 102 | 102 | 102 |
| Lake Shore & Mich. So..... | 107 | 107 | 108 | 109 | 109 | 109 |
| Consol. 7s..... | 122 | 122 | 122 | 122 | 122 | 122 |
| Consol. 7s, reg..... | 122 | 122 | 122 | 122 | 122 | 122 |
| 2d Consolidated..... | 122 | 122 | 122 | 122 | 122 | 122 |
| Leh. & W. B. 7s, Con..... | 115 | 115 | 115 | 115 | 115 | 115 |
| Long Dock bond..... | 115 | 115 | 115 | 115 | 115 | 115 |
| Louisville & Nashville..... | 142 | 141 | 140 | 141 | 141 | 143 |
| 7s, Consolidated..... | 120 | 120 | 120 | 120 | 120 | 120 |
| Manhattan..... | 42 | 45 | 45 | 43 | 41 | 41 |
| Metropolitan Elevated..... | 114 | 114 | 114 | 114 | 114 | 114 |
| 1st mortgage..... | 103 | 103 | 103 | 103 | 103 | 103 |
| Michigan Central..... | 91 | 92 | 91 | 91 | 91 | 91 |
| 7s, 1902..... | 120 | 120 | 120 | 120 | 120 | 120 |
| 8s 1882, S. F..... | 110 | 110 | 110 | 110 | 110 | 110 |
| M. S. and N. I. 1st, S. F..... | 110 | 110 | 110 | 110 | 110 | 110 |
| Morris and Essex..... | 107 | 109 | 110 | 109 | 109 | 109 |
| 1st mortgage..... | 109 | 109 | 109 | 109 | 109 | 109 |
| 2d mortgage..... | 109 | 109 | 109 | 109 | 109 | 109 |
| 7s of 1871..... | 115 | 115 | 115 | 115 | 115 | 115 |
| 7s, Convertible..... | 103 | 103 | 103 | 103 | 103 | 103 |
| 7s, Consolidated..... | 110 | 110 | 110 | 110 | 110 | 110 |
| N. Y. Cent. & Hud. Riv..... | 131 | 132 | 132 | 132 | 131 | 131 |
| 6s, Sinking fund, 1883..... | 106 | 106 | 106 | 106 | 106 | 106 |
| 6s, Sinking fund, 1887..... | 106 | 106 | 106 | 106 | 106 | 106 |
| 1st mortgage..... | 124 | 124 | 124 | 124 | 124 | 124 |
| 1st mortgage reg..... | 124 | 124 | 124 | 124 | 124 | 124 |
| N. Y. Elevated..... | 121 | 123 | 124 | 123 | 123 | 123 |
| 1st mortgage..... | 113 | 112 | 112 | 112 | 112 | 112 |
| N. York and Harlem..... | 190 | 190 | 190 | 190 | 190 | 190 |
| Preferred..... | 190 | 190 | 190 | 190 | 190 | 190 |
| 1st mortgage..... | 190 | 190 | 190 | 190 | 190 | 190 |
| 1st mortgage, reg..... | 190 | 190 | 190 | 190 | 190 | 190 |

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 3.

| | Th. 26 | F. 27 | Sat. 28 | M. 1 | Tu. 2 | W. 3 |
|--------------------------------|--------|-------|---------|------|-------|------|
| N. Y., Lake Erie & W..... | 46 | 46 | 46 | 46 | 46 | 46 |
| Preferred..... | 71 | 70 | 71 | 71 | 71 | 71 |
| 2d Consolidated..... | 91 | 92 | 92 | 91 | 91 | 91 |
| New 2d 6s fund..... | 84 | 84 | 84 | 84 | 84 | 84 |
| N. Y., N. Haven & Hart..... | 166 | 166 | 166 | 166 | 166 | 166 |
| North Missouri 1st M..... | 33 | 33 | 33 | 33 | 33 | 33 |
| Northern Pacific..... | 33 | 33 | 33 | 33 | 33 | 33 |
| Preferred..... | 37 | 36 | 36 | 36 | 36 | 36 |
| Ohio and Mississippi..... | 37 | 36 | 36 | 36 | 36 | 36 |
| Preferred..... | 82 | 78 | 74 | 72 | 74 | 73 |
| 2d mortgage..... | 115 | 117 | 117 | 117 | 117 | 117 |
| Consolidated 7s..... | 113 | 113 | 113 | 113 | 113 | 113 |
| Consol. Sinking fund..... | 113 | 113 | 113 | 113 | 113 | 113 |
| Pacific Mail S. S. Co..... | 43 | 43 | 43 | 43 | 43 | 43 |
| Pacific R. R. of Mo..... | 106 | 106 | 106 | 106 | 106 | 106 |
| 1st mortgage..... | 106 | 106 | 106 | 106 | 106 | 106 |
| 2d mortgage..... | 106 | 106 | 106 | 106 | 106 | 106 |
| Panama..... | 183 | 183 | 183 | 183 | 183 | 183 |
| Philadelphia & Reading..... | 69 | 69 | 69 | 69 | 69 | 69 |
| Pitts., Ft. W. & Chi. gtd..... | 128 | 127 | 127 | 127 | 127 | 127 |
| 1st mortgage..... | 128 | 127 | 127 | 127 | 127 | 127 |
| 2d mortgage..... | 125 | 125 | 125 | 125 | 125 | 125 |
| 3d mortgage..... | 125 | 125 | 125 | 125 | 125 | 125 |
| Pullman Palace Car..... | 119 | 119 | 119 | 119 | 119 | 119 |
| Quicksilver Mining Co..... | 20 | 20 | 20 | 20 | 20 | 20 |
| Preferred..... | 64 | 64 | 64 | 64 | 64 | 64 |
| St. Louis & San Fran..... | 43 | 44 | 44 | 44 | 44 | 44 |
| Preferred..... | 54 | 56 | 57 | 56 | 57 | 57 |
| 1st Preferred..... | 77 | 76 | 76 | 76 | 77 | 77 |
| St. L., Alton and T. H..... | 24 | 24 | 24 | 24 | 24 | 24 |
| Preferred..... | 65 | 64 | 64 | 64 | 64 | 64 |
| 1st mortgage..... | 101 | 101 | 101 | 101 | 101 | 101 |
| 2d mort. preferred..... | 101 | 101 | 101 | 101 | 101 | 101 |
| Income bonds..... | 101 | 101 | 101 | 101 | 101 | 101 |
| St. L., Iron Mt. & S. Aa..... | 61 | 61 | 61 | 61 | 61 | 61 |
| 1st mortgage..... | 115 | 115 | 115 | 115 | 115 | 115 |
| 2d mortgage..... | 103 | 103 | 103 | 103 | 103 | 103 |
| Tol., P. & W. 1st E. D..... | 103 | 103 | 103 | 103 | 103 | 103 |
| 1st mort., West. Div..... | 103 | 103 | 103 | 103 | 103 | 103 |
| Union Pacific..... | 111 | 111 | 111 | 111 | 111 | 111 |
| 1st mortgage..... | 111 | 111 | 111 | 111 | 111 | 111 |
| Land Grant 7s..... | 113 | 113 | 113 | 113 | 113 | 113 |
| Sinking Fund 8s..... | 119 | 119 | 119 | 119 | 119 | 119 |
| United States Express..... | 48 | 47 | 48 | 48 | 48 | 48 |
| Wabash..... | 108 | 108 | 108 | 108 | 108 | 108 |
| 1st mortgage..... | 108 | 108 | 108 | 108 | 108 | 108 |
| 2d mortgage..... | 103 | 103 | 103 | 103 | 103 | 103 |
| 7s, Consolidated..... | 104 | 104 | 104 | 104 | 104 | 104 |
| St. Louis Division..... | 106 | 106 | 106 | 106 | 106 | 106 |
| Wabash, St. L. & Pac..... | 44 | 44 | 44 | 44 | 44 | 44 |
| Preferred..... | 69 | 69 | 69 | 69 | 69 | 69 |
| New Mort. 7s..... | 90 | 90 | 90 | 90 | 90 | 90 |
| Wells-Fargo Express..... | 104 | 103 | 104 | 104 | 104 | 106 |
| Western Pacific bonds..... | 110 | 110 | 110 | 110 | 110 | 110 |
| Western Union Tel..... | 114 | 114 | 114 | 114 | 114 | 114 |
| 7s, S. F. conv., 1900..... | 120 | 120 | 120 | 120 | 120 | 120 |

Boston Stock Exchange.

Closing Prices for the week ending Mar. 3.

| | Th. 26 | F. 27 | Sat. 28 | M. 1 | Tu. 2 | W. 3 |
|-----------------------------|--------|-------|---------|------|-------|------|
| Atch., Top. and San. Fe | 139 | 141 | 139 | 139 | 139 | 139 |
| 1st mortgage | 115 | 115 | 116 | 119 | 119 | 119 |
| 2d mortgage | 134 | 134 | 134 | 134 | 134 | 134 |
| Land Grant 7s | 142 | 142 | 142 | 142 | 142 | 142 |
| Boston and Albany | 142 | 142 | 142 | 142 | 142 | 142 |
| 7s, reg. | 98 | 98 | 98 | 98 | 98 | 98 |
| Boston and Lowell | 121 | 121 | 121 | 121 | 121 | 121 |
| Boston and Maine | 121 | 121 | 121 | 121 | 121 | 121 |
| Boston and Providence | 141 | 141 | 141 | 141 | 141 | 141 |
| Boston, Hart. & Erie 5s | 56 | 56 | 56 | 56 | 56 | 56 |
| Burl. & Mo. R. L. G. 7s | 141 | 141 | 141 | 141 | 141 | 141 |
| Burl. & Mo. R. in Neb. 7s | 141 | 141 | 141 | 141 | 141 | 141 |
| 6s, exempt | 108 | 108 | 108 | 108 | 108 | 108 |
| Ohl., Burl. and Quincy 146 | 146 | 145 | 145 | 144 | 144 | 144 |
| 7s | 146 | 145 | 145 | 144 | 144 | 144 |
| Chn., Sand. and Cleve. 16 | 16 | 16 | 16 | 16 | 16 | 16 |
| Concord (\$50) | 142 | 142 | 142 | 142 | 142 | 142 |
| Connecticut River | 142 | 142 | 142 | 142 | 142 | 142 |
| Eastern | 37 | 37 | 37 | 36 | 36 | 36 |
| New 4 Bonds | 92 | 92 | 92 | 92 | 92 | 92 |
| Fitchburg | 125 | 125 | 125 | 125 | 125 | 125 |
| Kan. C. Top. & West. | 92 | 92 | 92 | 92 | 92 | 92 |
| Michigan Central | 92 | 92 | 92 | 92 | 92 | 92 |
| N. Y. & New England | 53 | 53 | 53 | 53 | 53 | 53 |
| 7s | 112 | 112 | 112 | 112 | 112 | 112 |
| Northern, N. H. | 99 | 99 | 99 | 99 | 99 | 99 |
| Norwich & Worcester | 92 | 92 | 92 | 92 | 92 | 92 |
| Ogden & Lake Cham. | 31 | 31 | 32 | 31 | 31 | 31 |
| Preferred | 79 | 79 | 79 | 79 | 79 | 79 |
| Old Colony | 111 | 111 | 111 | 111 | 111 | 112 |
| 7s | 118 | 118 | 118 | 118 | 118 | 118 |
| Pb., Wil. & Balt. (\$50) | 71 | 71 | 71 | 71 | 71 | 71 |
| Portl'd, Saco & Ports | 106 | 106 | 106 | 105 | 105 | 105 |
| Pueblo & Ark. Val. | 106 | 106 | 106 | 106 | 106 | 106 |
| 7s | 110 | 110 | 110 | 110 | 110 | 110 |
| Pullman Palace Car | 91 | 91 | 91 | 91 | 91 | 91 |
| Union Pacific | 91 | 91 | 91 | 91 | 91 | 91 |
| 7s | 110 | 110 | 110 | 110 | 110 | 110 |
| Land Grant 7s | 115 | 115 | 115 | 115 | 115 | 115 |
| Sinking Fund 5s | 115 | 115 | 115 | 115 | 115 | 115 |
| Vermont and Canada | 115 | 115 | 115 | 115 | 115 | 115 |
| Vermont and Mass. | 118 | 118 | 118 | 118 | 118 | 118 |
| Worcester and Nashua 5s | 57 | 57 | 57 | 56 | 56 | 56 |
| Cambridge (Horse) | 62 | 62 | 62 | 62 | 62 | 62 |
| Metropolitan () | 61 | 61 | 61 | 61 | 61 | 61 |
| Middlesex () | 61 | 61 | 61 | 61 | 61 | 61 |
| Cal. & Hecla Mining Co. 345 | 345 | 345 | 345 | 345 | 345 | 345 |
| Quincy | 40 | 40 | 41 | 41 | 40 | 40 |

the week, for there was a corresponding decline in cotton bill's.

Pacific Mail and the Pacific roads came in on Monday for their share in the advance, on the summing of the long talked of contract between them, by which rates are restored and fixed by the roads, for which they pay Pacific Mail \$110,000 per month bonus and buy the two China steamers running from San Francisco for \$1,200,000. This, it is claimed, will enable the Pacific Mail to pay 1½ per cent dividends in July. Iron Mountain and Erie have been alternately weaker and stronger, apparently on other than general causes. Government as well as railroad bonds have been up and down with stocks, with corresponding activity, while State bonds have been more active at about old prices. The public debt statement shows a reduction in February of over \$5,000,000, nearly \$200,000,000 cash in the Treasury and \$346,681,000 legal tenders outstanding.

St. Paul and Sioux City Railroad shares advanced on the proposed consolidation with the Minneapolis and North Wisconsin. The activity and strength in the general stock market was renewed in the middle of the week on the rumor that the Treasury would take \$5,000,000 of bonds at the Wednesday's purchase, and money rose up to 6 per cent and a commission on stock purchases in anticipation of it on Tuesday, but only \$2,500,000 were taken, out of proposals of \$13,000,000, at 105.35 for \$2,883,000 6s of 1881.

Iron Mountain recovered, later and advanced sharply on prospects of the road being placed in the stockholders' hands before long; and its income bonds advanced on promised dividends soon, as well as the annual report, a brief synopsis of which will be found in another column. The stock market which had fallen off Wednesday on the small purchase of bonds, rallied at the close on the immediate disbursement of the money in payment thereof.

Messrs. J. W. Amerman & Co. are fast disposing of their St. Louis, Hannibal and Keokuk 7 per cent first-mortgage bonds at 92½ and interest and will soon advance them to 95 and interest.

Messrs. Sheldon & Wadsworth have nearly closed out their Utah and Pleasant Valley first-mortgage 7 per cent bonds, and have raised the price to 95 and interest.

We are informed upon authority that the Louisville and Nashville and the Nashville and Chattanooga are now in perfect harmony on all matters lately at issue which will be adjusted as follows: The St. Louis, Southeastern and Owensboro line will be retained and a stock dividend of 100 per cent on those roads will be issued to the Nashville and Chattanooga stockholders and also a cash dividend of 15 per cent, both payable in April. The cash dividend is from the proceeds of a sale of steel rails and equipment bought for the Owensboro road at the lowest prices of last year on a basis of \$43 per ton for the rails.

Mining stocks have been depressed throughout under the shock received to Eastern managed mines by the break in Little Pittsburg under its new directory who are thought to have unloaded on the public, and on the outcome of the alleged swindle in Moose which it is now proposed to mortgage to keep running instead of its paying dividends, as we were told last fall by its officers,

The transfer of the Bonanzas from Flood to Mackay does not affect those stocks as it is a choice of evils without choice in which of their hands the mismanagement shall continue.

Breadstuffs have relapsed again into dullness and weakness as the export demand has fallen off again and stocks are coming forward more freely from the West. Corn has improved, however, on light supplies at the seaboard, but there is abundance back to come forward by water routes, as its price cannot afford shipment by rail rates.

Provisions have been more dull and depressed than ever, as the foreign demand still keeps at the same ratio of decrease which already is equal to the product of 600,000 hogs since November 1st less those a year ago, as the result of hard times in Europe and of the heavy import duty in Germany. Hence a break is looked for any day as the outside speculators are getting tired out holding.

Cotton has been depressed and the speculators in this staple find, like those in others, that the speculative advance last fall in merchandise is one thing and that increased consumption by reason of better times this side the Atlantic is also gether a smaller factor on the bull side than they had supposed. The same is true of all other staples of commerce in which there has been speculation since last summer and fall, and a collapse in many of them is probable.

We are in receipt of a copy of the "Financial History of the United States from 1774 to 1789," by Judge A. S. Bolles, of Norwich, Conn., lecturer on Political Economy in the Boston University, published by D. Appleton & Co. This book covers the period of the Revolution, to the financial administration of Robert Morris, and is full of hitherto unpublished information in connected form, of the finances of the Government in its infancy. It is a work of great value to the public, but especially so to bankers and dealers in Government securities in this and European countries, as it is the only work of the kind ever published, and is gotten up with pains taking care for which the author has a well earned reputation in his "Industrial History of the United States," "Chapters on Political Economy" and "Conflict between Capital and Labor." This is the first volume of a series, the second of which is to cover the period from 1789 to 1860, and the third from 1860 to 1880. The work is full of interest to the general reader and should command large sales.

The closing quotations on Thursday were, Adams Express, 109½@110¼; American Express 56½@57; Atlantic and Pacific Telegraph, 46¾@47; Canada Southern, 67¼@68; Central of New Jersey, 88@88½; Central Pacific, 82@83; Chesapeake and Ohio, 22@22¾; do. 1st pref., 81¼@83; do. 2d pref., 24@24¼; Chicago, and Alton, 106½@107; do. pref., 119@120; Chicago and Northwestern, 98½@98¾; do. pref., 106½@107; Chicago, St. Paul and Minneapolis, 57@57½; Chicago, Milwaukee and St. Paul, 81½@81¾; do. pref., 104¼@104¾; Chicago, Rock Island and Pacific, 150@151½; Chicago, St. Louis and New Orleans, 41½@42¼; Cleveland, Columbus, Cincinnati and Indianapolis, 79@79¾; Col., Chicago and Indiana Central, 19@19¾; Delaware and Hudson Canal, 88½@88¾; Delaware, Lack-

wanna and Western, 98@98½; Hannibal and St. Joseph, 89¼@40¾; do. pref., 74@74¼; Illinois Central, 103¼@103½; Lake Shore and Michigan Southern, 109¾@110; Louisville and Nashville, —@150; Michigan Central, 93¾@94; Morris and Essex, 109@109½; Manhattan Railway, 45½@45¾; Metropolitan Elevated, 115@116; New York Elevated, 124@127; New York, Central and Hudson River, 131½@131¾; New York, Lake Erie and Western, 46¾@46¾; do. pref., 71¼@72; Northern Pacific, 83¾@83¾; do. pref., 56½@57; Ohio and Miss., 86¾@87; do. pref., —@76; Pacific Mail, 58@58¾; Philadelphia and Reading, 71½@71¾; Quicksilver, 20@21; do. pref., 63@65; St. Louis, Alton and Terre Haute, 23@—; do. pref., —@64; St. Louis and San Francisco, 44¾@45; do. pref., 58@58¾; do. 1st pref., 78¼@78¾; St. Louis and Iron Mountain, 63@64½; Union Pacific, 92¾@92¾; United States Express, 48½@49; Wells-Fargo Express, 104¼@105½; Western Union Telegraph, 113¾@113¾; Wabash, St. Louis and Pacific, 43½@43¾; do. pref., 68½@68¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Texas and Pacific Railway, 47¾; do. Income, L. G., 76¾; St. Paul and Sioux City R. R., 44; do. pref., 79¾; do. 1st, 103¾; Peoria, Decatur and Evansville R. R., 21¼; do. 1st, 93¾; do. inc., 53; Oregon Railway and Nav. Co., 108½; do. 1st, 94¾; New York, Ontario and Western R. R., 30½; Nashville, Chattanooga and St. Louis R. R., 116; do. 1st, 115; Mobile and Ohio ass., 24; do. 1st, 101½; do. 1st debent., 75; do. 3d debent., 38; Marietta and Cincinnati 1st pref., 11½; do. 2d, 8¼; Lake Erie and Western R. R., 33½; do. 1st, 98; do. inc., 65½; Missouri, Kansas and Texas R. R., 43¾; do. 7s, consol. S. F. ass., 101¾; do. 2d, 66; Ind., Bloom. and Western R. R., 34½; do. inc., 58; do. 1st, 75; do. 2d, 64½; Chicago, St. Louis and New Orleans R. R., 43¾; Chicago, St. Paul and Minn. R. R., 56½; do. 1st, 107; Chesapeake and Ohio 2d pref., 24½; do. 6s, Series B, 69; do. cur. int. 43¾; Ohio Central R. R., 25½; do. 1st, 92½; do. inc., 55; Louisville, New Albany and Chicago R. R., 100; Rome, Watertown and Ogdensburg R. R., 30; do. 1st consol., 72; Boston and New York Air Line pref., 53; Michigan Central 6s, 1909, 110¾; St. Paul and Duluth R. R., 39½; do. pref., 70; Memphis and Charleston 2d, 99; International and Gr. Northern R., 47; do. 1st, 101½; do. 2d inc., 74½; Cedar Falls and Minn. 1st, 104; Ohio and Mississippi 1st, Springfield div. 82; Boston, Hartford and Erie 1st, 57; Houston and Texas Central 2d, M. L., 114¾; Cleveland and Toledo S. F., 109; Quincy and Toledo 1st, 106; Ind., Dec. and Spring. 1st, 102¾; do. 2d inc., 74½; Philadelphia and Reading Gen'l mort. 6s, 86; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass. sup., 87; do. inc., 42½; St. Louis and Iron Mt. 1st pref. inc., 94½; do. 2d pref. inc., 85; Arkansas Branch 1st, 104; St. Louis, Kansas City and Northern, Omaha div., 1st, 111½; do. 7s, R. E. 1895, 106; Lehigh and Wilkesbarre consol. ass., 99; do. inc., 75; Central of New Jersey 1st consol. ass., 107; do. Adj't, 107¾; do. inc., 90; do. conv. ass., 107¾; Cleve., Col., Cin. and Ind. consol., 109; Kansas Pacific 6s,

Denver Div. ass., with coup. certif., 109½; do. 1st, J. & D., with coup. certif., 117; do. 1st consol., 97½; Toledo, Peoria and Warsaw E. D., pur. com. rec., 130; do. W. D., do., 130; South Pacific 1st, 101; Am. Dock and Imp. 7s, 112; Denver and Rio Grande 1st, 102¾; St. Louis and San Francisco 2d, class B, 75¾; do. A, 97; Frankfort and Kokomo 1st, 90; Iowa Midland 1st, 120; Chicago, Milwaukee and St. Paul S. W. div. 6s, 101; Laf., Bloom. and Muncie 1st, 98; Sutro Tunnel, 8½; Am. Dist. Tel., 72; Canton, 58½; New Central Coal, 30; Montank Gas Coal, 54; Consolidated Coal, 32; Maryland Coal, 27; Standard Mining Co., 30½; Little Pittsburgh, 14½; Homestake, 34; Outaric Silver, 37½; Central Arizona, 8¾; Climax, 2½; Excelsior, 20¼; Leadville, 8½; La Plata, 6¾; Deadwood, 18; Alabama Class A, 63; Missouri 6s, 1886, 107; do. 1888, 108; do. 1889 or 1890, 109; do. 1894, fund., 110; North Carolina 6s, old, J. & J., 29½; South Carolina 6s, non-fund, 5½; Tennessee 6s, old, 36½; do. new, 32; Louisiana 7s, consol., 48.

Philadelphia.—Elmira and Williamsport 5s, 85½; Philadelphia and Reading R. R. scrip, 88; do. 6s, 1844-80, 101½; do. Gen'l mort. 6s, 85½; Texas and Pacific R. R., 47; do. consol. mort. 6s, 97; Railway Car Trust 5s Series A, 100½; do. B, 100; Lehigh Nav. consol. mort. 7s, 103½; Western Pennsylvania 6s, Pittsburg Br., 104; Schuylkill Nav. 7s, B. L., 60; Union and Titusville 7s, 88½; Am. S. S. Co., 103; Huntingdon and Broad Top Mt. 7s, consol., 71; Oil Creek 1st mort., 100; Philadelphia and Reading Coal and Iron mort. 7s, 90; Phila., Wil. and Balt. conv. bonds, 140; Warren and Franklin 7s, 102; Pennsylvania Co. 6s, 106½; Pittsburg, Titusville and Buffalo Inc. 7s, 56; Delaware Division Canal, 42; Philadelphia and Gray's Ferry Pass. R. R., 57; People's Pass. R. R., 17; Central Transp., 47½; Nesquehoning Valley R. R., 55½; West Philadelphia Pass. Railway, 82½; St. Paul and Duluth R. R., 39; do. pref., 69½; Empire Car Trust, 102½; Morris Canal pref., 150; Germantown Pass. R. W., 69; Continental Pass. R. W., 94; City 6s, new, 122; do. 4s, 105½. The latest quotations are: City 6s, 106@108; do. free of tax, 121@122; do. 4s, new, 105@105½; Pennsylvania State 6s, 2d series, 101½@101¾; do. 3d series, 106@106½; do. 5s, new loan, 118@118½; do. 4s, new, 103@104; Philadelphia and Reading, 35½@35¾; do. consol. mort. 7s, comp., 116¼@—; do. reg. 117@117½; do. mort., 6s, 100½@102; do. 7s, 1893, 115½@—; United New Jersey R. R. and Canal, 160@161½; Pittsburg, Titusville and Buffalo R. R., 20½@20¾; do. 7s, 78@80; Camden and Amboy mort. 6s, 1889, 113@113½; Pennsylvania R. R., 52½@52¾; do. 1st mort., 102¼@102½; do. gen'l mort., coupon, 117@117½; do. reg., 118@120; do. consol. mort. 6s, reg., 113@113½; Little Schuylkill R. R. 53@53½; Morris Canal, 37½@—; do. pref., 150@150½; Susq. Canal 6s, 75@82; Schuylkill Nav., —@8; do. pref., 15½@16; do. 6s, 1882, 80@82; do. 1872, 103@—; Elmira and Williamsport pref., 51@51½; do. 6s, 108@109; do. 5s, 85½@86; Lehigh Coal and Navigation, 38¼@38¾; do. 6s, 1884, 107½@—; do. R. R. loan, 106½@107½; do. Gold Loan, 106@106½; do. consol. 7s, 103@103½; Northern Pacific, 81@83¾; do. pref., 57½@57¾; North Pennsylvania, 50½@50¾; do. 6s,

108¾@108¾; do. 7s, 118@117; do. Gen'l mort. 7s, reg., 111½@115½; Philadelphia and Erie, 17½@18; do. 6s, 103½@103¾; do. 7s, 113½@114; Minehill, 58¾@58¾; Catawissa, 15¾@16; do. pref., 50½@50¾; do. new pref., 49½@49¾; do. 7s, 1900, 112½@113; Lehigh Valley 52½@52¾; do. 6s, coupon, 117@117; do. reg., 117@118; do. 2d mort. 7s, 122@123; do. consol. mort., 112½@112¾; Fifth and Sixth streets (horse), 110@117; Second and Third, 100@104; Thirteenth and Fifteenth, —@88; Spruce and Pine, 56@58; Green and Coates, 97¾@98; Chestnut and Walnut, 74@76; Hestonville, 23¾@24½; Germantown, 65@69; Union, 107@110; Lombard and South, 12@20; West Philadelphia 82¾@82¾; People's, 16¾@18; Ridge Av., 75@75; Continental, 96@96.

Baltimore.—Canton Co. 6s, 108½; Wilmington, Columbia and Augusta 7s, 56½; Chesapeake and Ohio Canal 6s, 68; Virginia and Tennessee 6s, 101½; Baltimore and Ohio 1st pref., 116½; do. 2d pref., 106½; Central Ohio pref., 49; Virginia 10.40 coupons, 80½; Virginia Peelers 30; City Pass. R. R., 38½; Maryland Defense 6s, 108½; do. exempt, 6s, 112½; Norfolk Water 8s, 118; City 6s, 1890, 115½; do. 6s, 1886, 110; do. 5s, 1894, 110; do. 5s, 1916, 112½; Atlantic Coal, 1.50. The latest quotations are: Baltimore and Ohio, 156@157; do. 6s, 1880, 101@—; do. 6s, 1885, 109@—; Northern Central, 84@84½; do. 6s, 1900, 110¼@110¾; do. 6s, 1900, gold, 107½@—; do. 6s, 1904, gold, 103¾@104; do. 5s, 79@79¾; Marietta and Cincinnati 1st mort., 1892, 109@109½; do. 2d mort. 7s, 82@83; do. 3d mort. 8s, —@50; do. 1st mort. sterling, 105@106; Pittsburg and Connellsville 7s, 114@114½; Orange and Alexandria 2d, 109½@110; do. 3d, 80@—; do. 4th, 46½@47; Orange, Alex. and Manassas 7s, 85½@85¾; Virginia consol. 6s, 53@53½; do. 2d series, 30@30½; Virginia Consol. coupons, 77½@77¾; Virginia 10-40 bonds, 40¾@41; City 6s, 1884, 109@110; do. 1890, 115@115½; do. 1900, 120@—; do. 5s, 1885, 104@—; do. 1894, 110½@—; do. 1916, —110½@—.

Boston.—Flint and Pere Marquette R. R., 27½; Little Rock and Ft. Smith R. R., 63¾; do. 7s, 102; Cincinnati, Sandusky and Cleveland 2d, 92; Republican Valley 7s, E. D., 101½; do. W. D., 101; Marquette, Houghton and Ontonagon R. R., 26; do. pref., 50½; do. 6s, 90½; do. 8s, 113; Summit Branch, 19¼; Kansas City, Lawrence and Southern R. R., 85; do. 4s, 87; Kansas City, Fort Scott and Gulf R. R., 54½; do. pref., 82½; do. 7s, 107; Wisc., Valley R. R., 65½; do. pref., 76; Chicago and West Michigan R. R., 67; Conn. and Passumpsic Rivers R. R., 60; Youngstown and Connelton Valley R. R., 38; do. 7s, 1909, 100; Rutland R. R., 8½; do. pref., 35½; Cedar Rapids and Missouri River R. R., 111½; Atchison and Nebraska R. R., 77½; Wisconsin Central R. R., 15; do. pref., 26½; New Mexico and Southern Pacific 7s, 109½; Dover and Winnipisogee R. R., 108½; Burlington and Missouri River 6s, in Nebraska, non-exempt, 102; Kansas City, St. Joseph and Council Bluffs R. R., 68½; do. 7s, 108; Florence, El Dorado and Walnut Valley R. R., 35; Oswego Midland R. R., 8; Cheshire R. R., 50; Chicago, Clinton, Dubuque and Minnesota R. R., 67; Atchison, Topeka and Santa Fe guar. 7s, 101½; Southern Kansas and Western R. R., 76;

do. 7s, 105; Chicago, Iowa and Nebraska R. R., 141; Boston, Clinton, Fitchburg and New Bedford R. R., 25; Iowa Central R. R., 11; Detroit, Lansing and Northern pref., 107; Central Railroad of Iowa, 34; Sandusky City and Ind. 7s, 102; Portsmouth, Gt. Falls and Conway R. R., 26½; do. 4½s, 1937, guar., 77¾; Boston, Revere Beach and Lynn R. R., 100; Fitchburg 5s, 103; Boston 4s, 1909, 101½; do. 5s, 1884, 104; do. 1887, 106½; Boston Land, 10½; Boston Water Power, 17½; Brookline Land, 6½; Waverly Land, 60s.; Atlantic Mining Co., 26½; Algonz, 22¾; Blue Hill, 10¾; Brunswick Antimony, 13; Copper Falls, 13½; Catalpa, 2¾; Central, 46; Copper Harbor, 80c.; Duncan Silver, 4; Douglass, 5¾; Dana, 1¾; Franklin, 23¾; Harshaw, 23; Haron, 11¾; Humboldt, 1½; Hungarian, 87½c.; International, 55c.; Minnesota, 8; Manhattan, 1; National, 5½; Osceola, 45; Pewabic, 63; Pontiac, 1½; Ridge, 8½; Silver Islet, 20½; Star, 3; South Hite, 2½; Sullivan, 14; Union Land and Copper, 5; Washington, 75c.; Waukeag Silver, 7½; Winthrop 1¼.

Cleveland, Columbus, Cincinnati and Indianapolis Railroad.

At the annual meeting of this company, held in Cleveland, Ohio, on the 3d inst., the following directors were elected: A. G. Dulman, of New York; B. S. Brown, of Columbus; H. R. Baltzer, of New York, and George H. Russell, of Cleveland—all re-elected except Mr. Dulman, who succeeds L. M. Hubby, of Cleveland, retired. The annual report shows the gross earnings for the year 1879 to be \$3,758,967 96, of which \$2,796,405 31 was received for freight; \$737,939 47 from passengers, and the balance for mails, expenses, rents, interest and dividends. The total express were \$3-234,601 07; of which \$2,692,307 53 was paid for operating the road; \$425,180 interest on bonds, and the balance for taxes. The net earnings are \$524,466 89, which yields a net surplus of \$149,678 89 after the payments of the February dividend. The increase of gross earnings over those of the year 1878 is \$230,254 17. The decrease of expenses for the same time \$6,420 84. The floating indebtedness was liquidated during the year, to accomplish which the bonded debt was increased by \$228,000; making it now \$6,337,000. The report states that the condition of the railway and its equipment was never better than now.

The 33d Annual Report of the Pennsylvania Railroad Company, an abstract of which is given on another page, together with the Treasurer's General Account, shows that the road has done the largest business ever known for any year since its incorporation, at lower rates than ever before, and yet such has been the economy of the management that the cost of transportation and operating expenses has been reduced to the lowest rate ever known on any road, and the company has earned all its fixed charges and six per cent on its capital stock.

H. L. Morrill has been appointed Superintendent, John J. Archer General Freight and Ticket Agent, and Charles H. Cory Master Mechanic of the Scioto Valley Railroad.

The Fort Wayne and Jackson Railroad Company has declared a dividend of 2 per cent to preferred stockholders, payable March 25,

The Railway Age Monthly.

Our enterprising contemporary, the Chicago *Railway Age*, has issued a monthly magazine of sixty-four pages devoted to the interests of railway employes, at \$1 50 per year. This is no doubt a wide and comparatively unoccupied field, in which much good can be accomplished by a properly conducted journal. Just what line of policy the publishers will pursue in order to keep the two interests which they represent from clashing, they do not enlighten us. They have hitherto conducted the *Age* purely as an advocate of the railroad interest, whose policy has been to attack instead of harmonizing opposing interests. If the new magazine is to be conducted, as it announces, in the interests of railroad employes, it must surely antagonize the railroad interest, if the same policy is pursued in its conduct as in that of the *Age*. How then will the publishers of these two journals manage? Will they try the hitherto unsuccessful feat of riding two horses at once and fall between two stools, or will they renounce their old policy of advocates who must defend their clients right or wrong, and assume a medium and semi-judicial ground between these two interests and endeavor to harmonize them by teaching them that their interests are mutual and that neither can injure the other without injuring itself? If the latter shall be its policy, then it must succeed in the end, by making both publications more valuable to their separate constituencies. In this way only it may in time lay claim to what it now assumes in its prospectus, to be "The Leading Railway Journal of the Land."

Mexican Central Railway.

Articles of association of the Mexican Central Railway Company, limited, were filed with the Secretary of the Commonwealth of Massachusetts on the 25th ult., making the fourth railroad company chartered under last year's law. The termini and general course of the railroad and telegraph are: the city of Mexico, and thence running by the best practical route in a general northerly direction through and to the cities of Queretaro, Colima, Salamanca, Irapuato, Guanajuato, Silao, Leon, Lagos, Aguascalientes, Zacatecas, Durango and Chihuahua, with branches from the best practicable points on the main line to Salvatierra, Dolores, Hidalgo, Guadalajara, San Luis Potosi and to a point or points on the Pacific coast and the Texan frontier, and such other main line and branches as said corporation may be authorized to construct by the grants of the republic of Mexico.

The following persons are to act as a Board of Directors until others are chosen: Charles C. Burr, E. W. Converse, Thomas Dana, William S. Eaton, A. B. Lawrie, Pliny Nickerson, Charles W. Pierce, Lucius G. Pratt and William J. Rotch.

The amount of capital stock is one million dollars, divided into ten thousand shares of the par value of one hundred dollars each, and the following agree to take and pay for fifty shares each: Thomas Nickerson of Newton Centre, George B. Wilbur of West Newton, Lucius G. Pratt of West Newton, Joseph H. Gray of Boston, Isaac T. Burr of Boston, E. W. Converse of Newton, William S. Eaton of Boston, William J. Rotch of New Bedford, S. S. Sleeper of Cambridge, John H. Sanborn of Newton Centre, Theodore Nickerson of Newton Centre, Thomas Dana of Boston, A. W. Nickerson of Dedham, Sterne Morse of

Boston, A. B. Lowrie of Boston, Joseph Nickerson of Brewster, Pliny Nickerson of Boston, Alden Speare of Newton Centre, Charles W. Pierce of Newton Centre, Charles C. Burr of Auburndale and Franklin B. White of Milton.

Rebuilding the Tay Bridge.

The North British Railway Company have given official notice that they intend applying to Parliament in the ensuing session for leave to introduce a bill for an act authorizing the company to restore and improve the communication by railway across the Firth or River Tay. For this purpose they ask for powers to make and maintain a railway commencing by a junction with the up line of the North British Railway at a point 120 yards southward from the face of the abutment at the south end of the railway bridge, over the river, crossing it by a bridge, to be constructed parallel, or nearly so, with the railway bridge across the river, and to be braced thereto, or otherwise connected therewith, and terminating by a junction with the up line of the railway at a point about 40 yards eastward from the face of the eastern abutment supporting the bowstring arch or span carrying the railway over the Dundee sea-wall, esplanade, and street. Powers are asked to make alterations in the levels of parts of the Tay Bridge and Newport Railway, and for "the restoration of the railway bridge across the River Tay, with such alterations in the structure thereof throughout its entire length, or any part thereof, as may be deemed expedient, including, if thought proper, a reduction in the extreme height of the whole or part only of the said bridge, and the height of the lower surface of the bridge and girders, respectively, over the water level; also, a contraction in the width of certain of the existing spans, and the construction, where necessary, of additional piers."

Standard Freight Cars.

David Hoyt, master car builder of the New York Central Railroad Company; Robert Miller, of the Michigan Central; John Orton, of the Canada Southern; John Kirby, of the Lake Shore; C. E. Garey, of the Harlem, and Leander Garey, Superintendent of the car department of the New York Central, have been in session at the Grand Central Depot for several days to agree upon a standard freight car to be used on all the Vanderbilt roads. After discussing many plans, they decided upon a uniform style of car, both box and cattle, which, it is expected, will be found so perfect that it will be generally adopted by the various roads throughout the country. It was also arranged to have the cars built by the shops of the respective lines represented, and the work will be begun at once, in order to have the cars put in service without delay to meet the increased demand for transportation. It is claimed that the new cars will be a vast improvement in every respect over the ones now in use, and the advantages will be so apparent that the new cars will be brought into requisition not only on all the roads in this country, but also abroad.

Coke as Blast Furnace Fuel.

The frequent and important sales of coking coal lands in the Connellsville district, which we have noted from time to time in our columns recently, indicate most clearly the growing confidence in coke as the future blast furnace fuel. We have so frequently, during the past four years, referred to the advantages of coke for this use, that we do not intend to discuss them here, but simply to state that the experience with it in anthracite furnaces of the East proves conclusively that, with a proper proportion mixed with anthracite, the results in increased yield are surprising. When failures have been recorded, or

when the increased yield has been light, these results can be nearly always traced to too small per centage of coke.—[Iron Age.]

African Railway.

Duponchel's projected railway for connecting Algeria with Soudan continues to excite great interest in France. A commission of 65 members has been appointed, and divided into four sub-commissions. The first under the presidency of de Lesseps, is to collect statistical and economical information; the second under Duponchel, is devoted to technical studies and the determination of routes; the third is to have charge of the explorations, and the fourth will consider international questions, especially to the Moore, the Tripolitans and the Tonqueers. Many of the senators and deputies, who are the members of the commission, have visited Algeria in order to understand the different projects which are to be brought before them.—[Les Mondes.]

Earnings of Railway Carriages.

The Pall Mall Gazette gives some curious figures showing the relative earning of the various classes of English railway carriages, gathered from the official returns of the companies. During the half year recently ended, every first-class carriage on the Midland Railway earned on an average £716, and every third-class, £538. On the Northeastern Railway the first-class carriages earned on an average £312 each, the second-class £334 each, and the third-class £524 each. On the Manchester, Sheffield and Lincolnshire Railway, every first class carriage earned £117 in the six months, every second-class carriage £130, and every third-class carriage £553. The returns are exclusive of the receipts from season tickets, which are not divided into the separate classes in the official reports, and in every instance the "composite" carriages are excluded from the return.

Pittsburg and Connellsville Railroad.

In the United States Circuit Court at Pittsburg on the 27th ult., Welty McCullough, Esq., Attorney for the Pittsburg and Connellsville Railroad Company, confessed judgment to the Baltimore and Ohio Railroad Company for \$1,354,748 86. This was the amount of bonds, mortgages and other liabilities assumed by the Baltimore and Ohio when it took charge of the Connellsville road. The stockholders got only about 30 per cent of their claim under the compromise. This virtually wipes the Connellsville Railroad Company out of existence, and makes it a feeder of the Baltimore and Ohio. This branch runs from Pittsburg to Cumberland, Md., and is very valuable on account of its coke, coal and manufactured freight.

Union Pacific Railroad Lines.

The Omaha Herald says that J. T. Clark, General Superintendent of the Union Pacific Railroad, on his recent trip west, arranged for the building of two new and important lines, and then adds:

One road starts north from Cheyenne and runs north towards Fort Laramie, through the great cattle regions, for a distance of about eighty miles. As it approaches Fort Laramie it curves to the northwest, and follows in nearly a parallel course with the north branch of the Platte for about thirty miles. The road then runs north again, crosses the river at Fort Bridger, striking Fort McKinney, and traversing the rich Powder River and Big Horn mining country, and continuing to Fort Phil Kearney. Beyond this point the route is not projected, but the ultimate intention is to extend it on through the agricultural

settlements of Montana, and to practically tap the best territory of the Northern Pacific Railroad. The other road is that known as the Summit County Railroad. It has its initial point at Echo, on the main line of the Union Pacific, and will run up into the Wahsatch mountains, penetrating to Park City, the heart of the Ontario mining district.

Pennsylvania Railroad.

We give on another page an abstract of the report of this company for the year ending December 31, 1879, showing the gross earnings, operating expenses, net earnings, etc., of the entire system, also an abstract of the Income Account. Below will be found the General Account of the Treasurer at the close of the year:

| | |
|--|------------------|
| To capital stock..... | \$68,870,200 00 |
| First Mortgage bonds due 1880..... | \$4,970,000 00 |
| General Mort. bonds due 1910..... | 19,999,760 00 |
| Consolidated Mort. bonds due 1905..... | 28,901,540 00 |
| Navy Yard Mortgage Registered bonds due 1881..... | 1,000,000 00 |
| Lien of the State upon the Public Works between Philadelphia and Pittsburgh, bearing 5 per cent interest, payable in annual instalments of \$160,000, applicable first to the interest, and the remainder to principal; the original amount of which was \$7,500,000.... | 4,091,675 70 |
| Mortgages & ground rents payable..... | 1,304,779 91 |
| Accounts payable, viz: | |
| Passenger and freight balances due other roads..... | \$394,472 08 |
| Pay rolls and vouchers for December, 1879, due in January, 1880..... | 2,787,098 75 |
| Bills payable..... | 1,040,000 00 |
| Cash, dividend due to stockholders unpaid..... | 127,507 75 |
| Dividend scrip of December, 1878, outstanding..... | 1,893 61 |
| Sundry accounts due other roads..... | 2,955,599 71 |
| | 7,306,571 90 |
| Appraised value of securities owned by the United New Jersey Railroad and Canal Company and transferred with the lease of the works of that company..... | 3,895,584 60 |
| Equipment of road and canal owned by the United New Jersey Railroad and Canal Company and transferred with the lease of the works of that company..... | 3,419,004 53 |
| Fund for the purchase of securities guaranteed by the Pennsylvania Railroad Co., under trust created October 9, 1878.... | \$700,000 00 |
| Consolidated Mort. bonds redeemed and canceled..... | 343,460 00 |
| Balance to credit of profit and loss..... | 4,181,073 33 |
| | 5,224,533 33 |
| | \$148,983,649 97 |

By balance standing on the books of the company for the construction of the railroad between Harrisburg and Pittsburgh, including branches of Indiana, Hollidaysburg and Morrison's Cove, also Branch to connect with the Pittsburgh, Virginia and Charleston Railroad; also bridge over the Susquehanna River at Columbia, and branch from Columbia to York, in all 349.52 miles; also the extension of the Pennsylvania Railroad to the Delaware River, including wharves and grain elevator (\$2,185,011 67), and the Filbert Street extension to Fifteenth and Market streets, Philadelphia (\$30,419 61) and cost of stations, warehouses and shops, on the whole road from Philadelphia to Pittsburgh..... \$27,048,546 77 |

Balance standing on the books of the company for the purchase of the Philadelphia and Columbia Railroad..... 5,375,733 43 |

Balance to debit of equipment of road consisting of 877 locomotives, 550 passenger cars, 174 baggage, mail and express cars, 16,193 freight cars, 1,544 road cars, including shop machinery, steamboats and car floats and also including equipment of canal, consisting of schooners, barges and tugs..... 17,693,304 49 |

Cost of real estate of the company and telegraph line..... 9,857,554 91 |

Total amount charged to construction, equipment and real estate accounts for the railroads between Philadelphia and Pittsburgh, comprising 1,089.7 miles of single track (exclusive of Harrisburg and Lancaster Railroad 98.70 miles), including sidings, stations, warehouses, shops and shop machinery, telegraph lines, canal equipment, etc., etc..... \$59,975,139 60 |

Other assets:

Cost of bonds of railroad corporations..... \$25,520,578 15 |

Cost of capital stocks of railroad corporations..... 31,723,967 46 |

Cost of bonds and stocks of municipal corporations, coal companies, canal companies, bridge companies, and investments not otherwise enumerated..... 8,237,187 24 |

Total cost of bonds and stock belonging to the company..... 65,481,682 85 |

Managers of Trust created by Pennsylvania Railroad Co., October 9, 1878..... 700,000 00 |

Insurance fund..... 10,000 00 |

Mortgages and ground rents receivable..... 29,735 00 |

Amount expended for the purchase of Anthracite coal lands, Hazleton, Hamilton, Eastwick and other tracts..... 732,315 41 |

Appraised value of securities owned by the United New Jersey Railroad and Canal Company, and transferred with the lease of the works of that company..... 8,895,584 60 |

Equipment of road and canal owned by the United New Jersey Railroad and Canal Company and transferred with the lease of

the works of that company..... 3,419,004 53 |

Amount of fuel and materials on hand for repairs to locomotives, cars and maintenance of way, viz:

For the Pennsylvania Railroad..... \$1,118,547 78 |

For the United New Jersey Railroad & Canal..... 502,575 08 |

For the Philadelphia and Erie R. R..... 229,112 83 |

1,845,235 69

Amount of bills and accounts receivable, and amounts due from other roads, including advances made to railroad corporations for construction and purchase of equipment used on their lines, viz:

Philadelphia and Erie Railroad Company..... \$339,358 95 |

United New Jersey Railroad and Canal Co., construction..... 263,418 18 |

United New Jersey R. R. Sinking fund and redemption account..... 1,026,360 00 |

United New Jersey R. R. real estate..... 419,734 73 |

Other companies..... 5,988,248 40 |

8,037 120 26

Cash balance in hands of the Joint Stock Bank, London, and other parties to pay coupons due in January, 1880..... 1,158,930 20 |

Cash balance in hands of freight and passenger agts..... \$2,009,087 80 |

Cash balance in hands of treasurer..... 1,629,808 03 |

3,638,895 83

\$148,983,649 97

JOHN D. TAYLOR, Treasurer,

Philadelphia, December 31, 1879.

The Baltimore Sun says that J. B. Yates, with a corps of engineers, left Alexandria, Va., on the 26th ult. for Statesville, N. C., to commence the survey of the extension of the Virginia Midland Railroad to Charlotte, N. C., to connect with the Air Line Railroad from Charlotte to Atlanta, Ga. It is understood that all the capital necessary for the extension has been provided, and that the work will be commenced immediately.

The Macon and Augusta Railroad which was sold on the 2d inst. under foreclosure of the second mortgage, amounting to \$370,000, was bought by the Georgia Railroad Co. for \$50,000. The latter company paid up the second mortgage bonds on which it became endorser over a year ago.

CHRYSLITE SILVER MINING CO.

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No. 115 BROADWAY, NEW YORK.

THE BOARD OF TRUSTEES HAVE DECLARED a regular monthly DIVIDEND (No. 4) of TWO PER CENT on the \$10,000,000 capital stock of this company, amounting to TWO HUNDRED THOUSAND DOLLARS (\$200,000), or ONE DOLLAR PER SHARE out of the fourth month's net earnings, payable at the Central Trust Company, on the 25th February. Transfer-books will close February 22, and reopen February 27. DRAKE DE KAY, Secretary.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.)

Foreign Vessels and Foreign Railroads.

The policy of our government from its foundation has been to protect our coasting trade in the interest of the whole Union, and this policy has resulted vastly more to the benefit of the seaboard States, and particularly to the New England States, than to any other portion of the country. The fishery interests of New England have also for years past been a constant source of discussion and diplomatic correspondence between our government and that of Great Britain. It is a fact well known that the Canadian government claims maritime jurisdiction of the banks of Newfoundland and the Bay of Fundy, from headland to headland, over a surface covering the most valuable fishing grounds on the northeastern shores of this continent, and that within the past year, under the award of arbitrators, we have paid the Canadian Government \$5,000,000 for the privilege of our fishermen fishing in those waters. Certainly the people of the New England States, as well as of other sea-board States, have no cause to complain of the protection they have received at the hands of our Government.

If we now turn to the Western and Northwestern States of the Union, and then cast our eyes across the great chain of lakes dividing our territory from the Dominion of Canada, we find a people whose pursuits are chiefly agricultural. The farmer of Minnesota can sell the products of his farm, with merely the cost of transportation added, to the consumers of the Middle and Eastern States, but the Canadian farmer has to pay to our Government, in addition to his freight, a duty of four per cent on the products of his farm, before he can trade with his neighbors of Pennsylvania or New York, who may not be fifty miles distant. We do not object to this policy in the interest of our home farmers. Protection to home industries at this time appears to be more in favor with all the nations of the world than formerly, and we know of no people who are adopting this policy with greater success in themselves than the Canadians. They are not only protecting home industries, but they are reaching out their arms to draw into their water channels and upon their railroads trade from this side of the lakes that legitimately belongs to the railroads and cities of the United States. Within two years past the Canadian government has virtually established a prohibitory tariff on all manufactures. They are improving and enlarging their canal system, to draw the trade of the West and Northwestern States to their seaports to the great injury of the Atlantic cities. They are now constructing through the State of Michigan a railroad to connect with their lines on the eastern bank of the Detroit river, making them entirely independent of our own system of roads, to divert the same trade to Montreal and Quebec, and, if this cannot be successfully accomplished, (which for six months of the year is impracticable, on account of the ice blockade of those seaports,) then to transport this tonnage through Canada, receiving all the gains and profits incidental thereto, and entering the frontier of the United States at the most easterly point to which their lines extend. Under government aid, at no distant day, they will have a Pacific railroad of their own, competing with us for the transcontinental traffic of the world.

We do not object to such a policy; but what we object to is this: that while we allow our government to pay \$5,000,000 for a privilege, which is of doubtful value, and questionable even in the right, the great privilege enjoyed by the Canadian railways, contrary to the whole theory of our coasting laws, if not illegal in fact, should have been set up as more than an equivalent for all the cod, herring and mackerel taken by our fishermen in Canadian waters. We would like to know the difference between a Canadian railroad car loading a cargo of corn in the city of Chicago, transporting that corn through the State of Michigan, thence from 250 to 700 miles through Canadian territory, to Buffalo, N. Y., or into the New England States, over our Northern frontier to Ogdensburg; or a Canadian vessel carrying a

cargo of corn from Chicago to Buffalo, or Ogdensburg. The Canadian railroads give no employment to our citizens—they pay no State or government tax to us—they do not use our manufactures, for their tariff is prohibitory—they are not liable for a duty of \$28 per ton on their steel rails, nor would they come under the provisions of any commission or law that Congress may enact governing our inter-State commerce.

In justice to ourselves, this subject is of sufficient importance to receive the attention it demands at the hands of those who have our welfare in charge. Canadian Railways are now no mean competitors for our western and northwestern trade. In securing the trade they have the support of the Canadian government, by large contributions of money and virtually exemption from taxation. If the policy for which there is hardly a difference of opinion in our country, is a good one, that our coasting trade should be held for our ships and people, and the policy of protection for manufactures, which has been maintained for so many years as equally good, and as most conducive to our welfare and progress, why should we make an exception in the case of a foreign railroad when such a policy not only opens up the coasting trade of our country to their roads, but virtually places them on an equal footing with our own system of roads for the interior traffic of the whole country.—[Erie (Penn.) Herald.]

Texas and Pacific Railway.

The Marshall (Texas) Messenger, in referring to the extension of the Texas and Pacific Railway, says:

There are now three surveying corps in the field. One is probably 100 miles west of Weatherford; the second has recently started from that place, and the third left in charge of Mr. P. Law. The contract of the Texas and Pacific with the construction company requires that the road be completed to El Paso by January 1, 1883, and their movements indicate that the terms of the contract will be fully complied with.

Houston and Texas Central Railway.

Comparative statement of earnings and expenses of the Houston and Texas Central Railway for the months of January, 1879 and 1880:

| | 1879. | 1880. |
|--|--------------|--------------|
| Earnings | \$260,746 10 | \$319,041 89 |
| Exp. (including taxes). 160,174 50 | | 165,064 03 |
| Net | \$100,571 60 | \$153,977 86 |
| Increase in gross earnings (22.35 per cent)..... | | \$58,295 29 |
| Increase in expenses (3.05 per cent)..... | | 4,889 53 |
| Gain in net earnings (53.10 per cent)..... | | \$53,405 76 |

The preliminary surveys for a branch of the Milwaukee and St. Paul Railroad between Janesville and Beloit, Wis., was completed on the 27th ult. The route proposed leaves the Monroe Division two miles west of Janesville; runs to Alton; crosses Rock River two miles below that village, and then makes a direct line to the outskirts of Beloit, connecting with the Western Union Division about one mile east of the depot.

The directors of the Cleveland, Mt. Vernon and Delaware Railroad Co., elected on the 25th ult., are: Thomas D. Messler, William Thaw, George B. Roberts, William M. Orr, Isaac Harpster, Samuel Israel, Charles Cooper, M. White and D. W. Caldwell. Thomas D. Messler of Pittsburg, was re-elected President, and J. G. Davis Secretary. All the other officers were re-appointed. The earnings of the road during the past year were \$404,025 78, being an increase of \$21,327 66 over those of the previous year.

St. Gothard Tunnel.

The last section of the wall of rock between Switzerland and Italy was pierced on the 1st inst., though much work remains to be done before the tunnel will be ready to be opened for public travel. This, with its connections, is the largest tunnel in the world, being about nine and a quarter miles in length, and at its highest point it is about two-thirds of a mile above the level of the sea. M. Favre, the contractor for boring the tunnel, died there suddenly last July, but not until he had put the work on the high road to early completion. His contract required him to complete the tunnel before the 1st of October, 1880. For every day saved he was to receive \$1,000, for every day of delay after that time he was to forfeit \$1,000. These provisions greatly stimulated the work, and within two or three years the advances have been quite rapid, the introduction of improved boring machines greatly facilitating the vast undertaking. The tunnel is to be nineteen feet high and twenty-four feet wide. Work was commenced on it in September, 1872. The advance with the most improved tools has been at the rate of seven feet per day.

The directors of the St. Paul, Omaha and Chicago Railroad Company, elected on the 3d inst., are: H. H. Porter, of Chicago; E. T. Drake, John L. Merriam, C. H. Bigelow, A. H. Wilder and John L. Adams, of St. Paul; R. P. Flower, David Dows, H. R. Bishop, August Kuntz and Josiah M. Fish, of New York; P. S. Cable, of Rock Island; Philetus Sawyer, of Oshkosh; Benjamin Brewster and George I. Seney, of New York. The officers are: President, H. H. Porter; Vice-President, Benjamin Brewster; Secretary, George A. Hamilton; Treasurer, R. P. Flower.

The Buffalo Pipe-Line Company have secured the full right of way for the laying of their pipes from the Bradford district to Buffalo, and the laying of the pipes will begin at once. The officers of the pipe line company are F. K. Kalbfleisch, of New York, President; A. P. Wright, of Buffalo, Secretary; A. M. Kalbfleisch, of Brooklyn, Treasurer; Trustees, R. H. Lee, of Titusville, W. C. Riddell, of Buffalo, and J. H. Dilks, of Olean, the latter acting as Superintendent. The capital stock is \$250,000, with 80 per cent paid in.

The gross earnings of the St. Louis, Iron Mountain and Southern Railroad for the year 1879 were \$5,202,611; operating and general expenses, \$2,902,056; net earnings, \$2,300,555; gross earnings over previous year, \$778,290, or 17¼ per cent; net earnings over previous year, \$354,593, or 18¼ per cent. The increase of earnings has been wholly in freight traffic, amounting to 25 per cent over 1878. This increase would have been still larger had the equipment of the road been equal to the demand. To meet this difficulty a large number of new freight cars have been ordered.

The first mortgage bonds of the Eastern (Mass.) Railroad commenced to pay interest at the rate of 4½ per cent March 1. They were originally issued September 1, 1876, thirty years to run; three years at 3½ per cent interest, three years at 4½ and the remaining twenty-four years at 6 per cent.

Albermarle and Chesapeake Canal.

The bonds of the Albermarle and Chesapeake Canal Co. have been placed on the Free List at the New York Stock Exchange. As stated below they are \$500,000 in amount; are dated July 1, 1879, payable 30 years after date. The par value of each is \$1,000, and they are numbered from 1 to 500, inclusive; interest seven per cent, and coupons payable January 1st and July 1st each year, at the Union Trust Company, of New York, who are the Trustees. Four hundred of these bonds were issued to retire a like amount secured by a prior mortgage, and the balance, \$100,000, to enlarge the canal. There has been to this date \$358,000 of the old bonds retired by exchange for the new bonds, leaving only \$142,000 out.

The following is a General Statement of the affairs of the company, October 1, 1879:

Authorized capital.....\$1,500,000

LIABILITIES.

Stock held by the State of North Carolina.....\$350,000 00
 Stock held by Currituck Co., North Carolina.....44,000 00
 Stock held by individuals.....494,100 00

\$888,100 00

Mortgage bonds.....500,000 00

\$1,388,100 00

ASSETS, EXCLUSIVE OF CANALS AND PROPERTY.

Cash on hand & in bank.\$22,134 91
 Stock in Fairfield Canal Company.....25,000 00
 Bonds of Currituck County, N. C.....4,000 00
 Mortgage bonds on hand.100,000 00
 5,400 acres of land in Norfolk County, Va...54,000 00

\$205,134 91

The receipts of the company for the fiscal year ending September 30, 1879, were:

Receipts from tolls, etc.....\$79,949 36
 Balance on hand September 30, 1878 13,874 12

Total.....\$93,823 48

And the disbursements were:

Paid for enlargement of canals....\$13,958 34
 Paid for coupons due 1879.....28,000 00
 Paid for coupons due prior years and not before presented.....2,880 00
 Officers' salaries, maintenance and repairs of canals and all other expenses.....27 350 28
 Cash in bank and on hand.....22,134 91

Total, as above.....\$93,823 48

The officers are: President, Marshall Parks, Norfolk, Va.; Secretary and Treasurer, B. F. Tebault, Norfolk, Va. The Directors are: M. Courtwright, A. C. Powell, H. L. Miller, Washington Reed, Joseph P. Cherry, Isaih Cain, Henry Gilliam, J. B. Gordon and Richard Dillard. The principal office is at 100 Main Street, Norfolk, Virginia. Agency, Room 69, Coal and Iron Exchange, New York.

The Baltimore and Ohio Railroad Company, controlling 6,000 miles of wires and 400 offices, has made a contract for ten years with the American Union Telegraph Company, by which the latter manages all telegraph work and business of the railroad company's lines.

A project is on foot for the construction of a railroad from Ebensburg, Penn., through Cherrytree, to Carrolltown, in Cambria County.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending February 21, as reported by the several carrying companies, amounted to 270,497 tons, against 357,047 tons in the corresponding week last year, a decrease of 86,550 tons. The total amount of anthracite mined for the year is 2,680,863 tons, against 2,612,988 tons for the same period last year, an increase of 67,875 tons. The quantity of bituminous coal sent to market for the week amounted to 84,363 tons, against 49,261 tons in corresponding week last year, an increase of 35,102 tons. The total amount of bituminous mined for the year is 603,954 tons against 257,152 tons for the corresponding period last year, an increase of 346,802 tons. The total tonnage of all kinds of coal for the week is 354,860 tons, against 416,348 tons in corresponding week last year, a decrease of 61,488 tons, and the total tonnage for the coal year is 3,284,817 tons, against 2,870,140 tons to same date last year, an increase of 413,677 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of February was 141,736 tons, of which 118,271 tons were coal and 23,465 tons coke. The total tonnage for the year thus far has been 1,073,824 tons, of which 823,135 tons were coal and 250,689 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ending February 21st were 33,175 tons, and for the year to that date 231,621 tons—115,802 tons more than in the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 29,810 tons, for the year 207,238 tons, an increase of 109,251 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the week were 3,365 tons, and for the year 21,799 tons, an increase of 3,967 tons, as compared with 1879.—[Phil. Ledger, March 1.]

The Connotton (Ohio) Railroad, which is being built by Boston capitalists, extends from Bonerston, on the Pittsburg, Cincinnati and St. Louis Railway, through Harrison, Carroll and Stark counties, to Canton, where it connects with the Pittsburg, Fort Wayne and Chicago Railway for Chicago, and the Valley Railroad for Cleveland; it also crosses the Cleveland and Pittsburg Railroad at Oneida, thus securing a second connection for Cleveland and Pittsburg as well. The capital stock is \$1,000,000; the length of the road, which is narrow gauge, is fifty-three miles, and the bonded indebtedness \$662,000.

The officers of the Philadelphia Stock Exchange, elected on the 1st inst., are: President, Abraham Barker; Chairman, Joseph R. Wilkins, Jr.; Vice Chairman, E. W. Keene; Secretary and Treasurer, John C. Johnson; Governing Committee—B. W. Adams, C. B. Keen, Lewis Seal, Wm. J. Morris, George Gilpin, S. H. Thomas, H. Peale, D. C. W. Smith, D. B. Fox, John Markoe, T. C. Knight, W. H. Stevenson, R. Ellis, W. H. Bacon, J. B. Young, C. L. Borie, H. F. Bachman, D. A. Freed, W. W. Maris, E. W. Matthews, and F. Percy Smith.

The City Council of Annapolis, Md., have refused to indorse the bonds of the Annapolis and Baltimore Short Line to the amount of \$200,000, as asked for by the incorporators of the proposed road.

On the 28th ult. Governor Colquitt closed the sale of the Macon and Brunswick Railroad to a company of Georgia and New York gentlemen. The price paid was \$1,125,000. The conditions of the sale require the completion of the road at

once, from Macon to Atlanta, thus making a new and important line to one of the best harbors on the coast.

Street Car Money Boxes.

John D. Slawson, of New Orleans, the patentee of the street-car money boxes, brought suit in the United States Court, Brooklyn, against the Grand Street, Flatbush and Prospect Park Railroad Company, to recover a royalty for the use of the boxes attached to defendant's cars. Judge Benedict decided against the plaintiff, holding that there was nothing novel in the construction of the box, and that the placing of a light so as to be thrown on the money, was just such an idea as would strike any person of ordinary intelligence, and was not a thing to be patented. It is said that Mr. Slawson has already made \$1,000,000 out of these boxes.

There was filed in the Register's office, Brooklyn, N. Y., on the 2d inst. the map of a new road to Coney Island, to be called the Brooklyn Elevated and Atlantic Beach Railroad. Outside the city limits the road will be on the surface. The route is from Fulton Ferry, through Furman street to Atlantic avenue, over private land to Hamilton avenue, thence to Fourth avenue and Fourteenth street, and over private land to the city line near the depot of the Prospect Park and Coney Island Railroad, with the route of which the line will thence be parallel to the Park lands, near the Concourse, on Coney Island.

At the annual meeting of the Lawrence Railroad Company, held at Fort Wayne, Ind., on the 27th ult., the following Board of Directors was elected: Thomas D. Messler, George W. Cass, J. N. McCullough, John B. Jackson, A. L. Crawford, R. W. Cunningham, J. D. Layng. This road extends from Mahoningtown, on the Erie and Pittsburgh Railroad, to Youngstown, eighteen miles. The annual report shows that the company has during the past year, paid 8 per cent upon its stock, \$450,000, and 7 per cent upon its bonded indebtedness, \$355,000.

At a meeting of the stockholders of the Chicago, Burlington and Quincy Railroad Company, at Chicago, on the 28th ult., a vote of 267,478 shares out of a total of 308,836, was cast in favor of consolidating with the Burlington and Missouri River Railroad in Nebraska, and in favor of increasing the capital stock 20 per cent, which adds over 61,000 shares. Only 2552 votes were cast against the propositions. On the 4th of May the Burlington and Missouri will meet to confirm this action.

The stockholders of the Brattleboro' and Whitehall Railroad Company have voted, 1833 to 3, in favor of leasing their road to the New London Northern Railroad Company, and the stockholders of the latter company have ratified the lease. The lease is to run for 99 years.

Eight hundred and sixty-five tons of steel rail are to be placed upon the Amboy division of the Pennsylvania Railroad in time for the summer travel to the sea shore.

The Louisville and Nashville Railroad took charge of the Mobile and Montgomery Railroad on the 1st inst., and through trains will be run between Louisville and Mobile.

THEO. SUTRO,

Attorney and Counsellor at Law,
(Rooms 50 and 51.)

80 Broadway, NEW YORK.

Mining Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
Lazard Freres, Bankers, 65 Pine Street, New York.
Sutro Tunnel Company, San Francisco, California.

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GEORGE B. PRESCOTT, Esq., Electrician of the Western Union Telegraph Company, under date of September 25, 1874, says: "In September, 1869, we placed some of your Kerite wire, unprotected by any covering whatever, in the tunnel under the river in Chicago, and have since continued its use in that exposed situation with the most gratifying results. A portion of the tunnel is very wet, and water saturated with lime constantly drips upon the wires, while in other portions they are kept alternately wet and dry, which is well known to be one of the severest tests that any insulating material of an organic nature can be subjected to; and yet after five years' exposure under the above conditions, the Kerite covering shows no signs of decay or deterioration. An insulating covering of India-rubber or gutta-percha under a like exposure, would have been destroyed in much less time."

February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869, until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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